GRUMMAN plane news

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Tomcat termed 'outstanding' by leader of Navy's NPE team

"It's a fighter pilot's fighter airplane."

The words of praise came from Cdr. George White, the Navy pilot who led both the first and the second NPE (Navy Preliminary Evaluation) at Calverton. The Commander paid a visit recently to Grummanites working on the Tomcat at Plant 1, Bethpage, and Plant 7, Calverton.

Not only was he on both NPEs at Calverton, he and Lt. Cdr. E. M. Brown were the first to make a carrier landing. And he pointed out, "We did it a year ahead of schedule."

Vice Chairman of the Board Bill Zarkowsky began the program and then President Joe Gavin introduced Commander White.

Commander White's remarks were brief but very much to the point:

"The Navy is pleased with the responsiveness of your talents. It has led to the most successful evaluation ever conducted on a brand new airplane." He mentioned how many flights and flight hours were packed into a short time span at Calverton and at Point Mugu on the West Coast, and remarked that "never before has the Navy been able to realize and obtain so much data, pinpoint some of the problem areas with exact analysis, and know so much about that airplane in that early stage in the development. . . ."

He mentioned that in 1960 he came aboard a carrier at about 145 knots, and that he could make a carrier landing with the Tomcat at about 120 knots. What does that really mean? As he put it, "It means I've got a lot more seconds to think about what's going on in that approach."

In addition, the Commander said, "When I throw that throttle forward, it (Tomcat) leaps back in the air in case I have to wave off. . . ." As for the tricky business of crosswinds as you approach a land base, Tomcat "is easy to bring aboard on the landing." He termed the short take-off distances "exciting."

In the combat role of out-maneuvering an enemy aircraft, he praised the aircraft's controllability from "low speeds all the way through supersonic speeds. . . . (And) when you're out there at a point of 25 or maybe 30 degrees angle of attack and still flying in the Tomcat and you can control the aircraft, nobody else is going to get behind you. This has got good rudder power, good . . . differential tail and spoiler control."

In concluding his remarks, he complimented the Grumman team for its efforts, said that "You've gained the respect and hold great rapport with the Navy evaluation team," and called Tomcat "an outstanding product."

Salute from Navy. Cdr. George White, who led both Navy Preliminary Evaluations conducted on the Tomcat at Calverton, was accompanied by Vice Chairman Bill Zarkowsky and President Joe Gavin during a visit with members of the F-14 team last week. Commander White saluted both the Tomcat and project team for producing 'an outstanding product.' (Photo by Carl Lassig)

Grumman pressing for more Shuttle work

The Space Shuttle team at Grumman is hard at work on new Requests for Proposal, with an optimistic, confident approach that augurs well for additional Shuttle subcontract activity. Vice President Tom Kelly has been appointed Grumman's director of Space Programs, "responsible for continuing NASA contract activity and Advanced Space Systems." He will report directly to Grumman Aerospace President Joe Gavin.

In a press release last weekend, issued simultaneously in Downey, Calif., and Bethpage, L. I., North American Rockwell (NR) announced the award of $8 million in subcontracts to Grumman for engineering work on the Space Shuttle. North American won the NASA prime contract for the Shuttle in spirited competition with Grumman, Lockheed, and McDonnell Douglas. The release announced that the $8 million would go to Grumman for "specialized engineering services on the Space Shuttle Orbiter Program."

Gavin said there would be no effect on manpower categories at this time other than engineering. McDonnell Douglas is getting $4 million for engineering jobs. However, Kelly called attention to other future potentialities. Following the completion of baseline requirements, North American Rockwell plans to subcontract early in 1973 for several major components. They include the vertical stabilizer, wing, mid-fuselage, and orbital maneuvering system and they total upward of $200 million. Procurement actions for these will start by the end of the month—which accounts for the concentration by Grumman on requests for proposals.

"We're very busy. This is very competitive," Kelly said this week. "We're working on requests for proposal in Structures & Propulsion—that involves both engineering and manufacturing people—and there is a broad Corporate effort in pricing and estimating. Other companies are eager for this work, too, so it is highly competitive. Our Shuttle experts who accompanied us to Downey to make presentations last week included Don Markarian, who is now our Space Shuttle Program manager, and Ed Offenhartz, his deputy; Dick Kline, who has been named manager of North American Support and will move to Downey; Jim Bourne; Bob Botwin; John Rigsby; John Strakosch; and Howard Wright.

"John Norris, manager of Grumman's West Coast Office in Los Angeles, is maintaining daily liaison with NR people."

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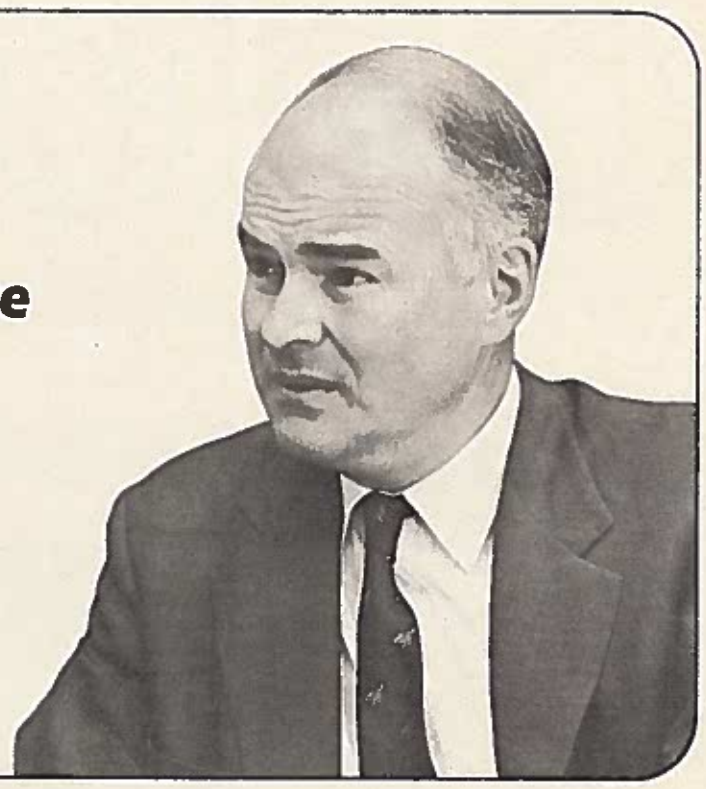
'We have to try and get better balance between commercial and aerospace sales'



Settling his lanky six-foot-three frame into an easy chair in his Plant 5 office, he leaned back, casually crossed his legs, smiled broadly from across an oval table bearing a tiny figure of the Hindu god Vishnu, and seemed to say: "Fire away."

This was John C. (Jack) Bierwirth Jr. a director since early 1971, but more recently elected Vice President-Finance of Grumman Corporation, parent company of all Grumman subsidiaries. And judging by the stacks of corporate documents on his desk, he has been digging into his new job with vigor.

Bierwirth spent his undergraduate days at Yale, then went on to graduate from Columbia Law School. Since then he has compiled an extensive (and impressive) record in the corporate legal-financial field. In his last post as Executive Vice President of National Distillers and Chemical Corporation, he was involved in mergers and acquisitions, and established the firm's first international division.

Now, the 47-year-old financial manager for Grumman Corporation makes the trip to Bethpage from his Lawrence home each day in a green checker cab-type sedan ("about the only car that can accommodate the long legs in my family"), is already involved in a proposed merger with American Aviation of Cleveland, and hopes, eventually, to visit all operational areas of the Company.

Until that time, however, he agreed to talk to Plane News about this first couple of months here and about some of the things he hoped he could help Grumman accomplish in the future.

Plane News: You had said you were going to visit all the plants; have you been able to do that?

JCB: No, unfortunately, I didn't even start. I've been busy learning my new job, and all the things I have to know about it, and at the same time I've been involved on the American Aviation merger. I'll tell you one thing, though. There's got to be a certain amount of nervousness or uncertainty around Bethpage because of all the discussion that's been in the papers about Grumman. The facts of life are that Grumman Aerospace has a **fantastic** series of products.

Although some products are gradually expiring under NASA contracts, every product that Grumman Aerospace has is right at the top of its field. And the F-14 is the best damn fighter plane in the world.

PN: Do you mean that no matter how many we're producing, the products themselves are at the top of their field, they're quality products?

JCB: Absolutely. That's a terrific position to be in. Most companies have a couple of bread-and-butter products, but they also have a product where someone else is producing a better one and they're struggling to maintain a share of the market while their development guys are working to get them back up on top, quality wise. Grumman Aerospace has a tremendous stable of thoroughbred horses, if you want to call them that.

PN: Some of the concern you mention resulted from the announcement that if we didn't get some Space Shuttle contracts, and in a hurry, we'd have to let possibly 1,500 people go within the next six months or so.

JCB: If we don't get any subcontracts on the Shuttle, the space program is going to have to be reduced; that's part of life, I'm afraid. Friday's announcement regarding the first subcontract from NAR is certainly good news there. There is a difference, however, between that problem and the F-14 problem as it's been in the papers.

PN: Which is, at present at least, a rather critical one, isn't it?

JCB: It is absolutely critical, but there is a reasonable possibility of resolution. If the Government wants to have F-14 planes delivered, as Clint Towl has said, they're going to have to make some new arrangements with Aerospace because the old arrangement won't get them delivered. If they don't want the F-14 delivered, they can let us out of the contract, and we can survive.

PN: There have been many comparisons between Grumman and Lockheed. Is that comparison a fair one?

JCB: That's just nonsense—Grumman is a solid company. Grumman tried to warn people that the contract was going to cause trouble; we shouted about it early in the game. The Lockheed problem came up, as I understand it, at about two minutes to midnight, so to speak. It's possible for anybody with a bad contract, when the contract's as big as the F-14 contract, to get themselves eventually in the same serious condition that Lockheed was in, but Grumman is nowhere near there now.

PN: We're still nowhere near the position Lockheed was in when they petitioned the Government for financial help?

JCB: If we took Lot V of the F-14 contract as it is now written, then Grumman would get itself into the same position that Lockheed found itself in. But Grumman can survive the present situation; what Grumman couldn't survive is going on and on with the present contract.

PN: In the announcement signed by Clint Towl, Board Chairman of Grumman Corporation, he gave you fiscal control of every possible phase of the Corporation where money is concernd. That includes all subsidiaries, even to the finances of public relations. Could you explain your job as you see it?

JCB: Generally, the job as I see it is to work with the different parts of Grumman for an overall coordinated program to strengthen the Corporation's financial position—then tell people about it through public relations. If you're involved in the doing, it's very useful to be involved also in the telling, because you know what story you're trying to tell.

PN: You had mentioned diversification in an earlier conversation. What do you see in that area?

JCB: There has been much diversification already, and there are a lot of different operations around in the Grumman family of companies. Naturally, sales in a commercial business are different from sales in a Government contract business. When you're doing Government contract work, and you make too much profit, you have to give part of it back. You have to have tremendous volume. You can create a lot of jobs and a lot of products, but it's very difficult to create a strong corporate entity solely on Government business.

We have to try and get better balance between commercial and aerospace sales to provide better future stability. In a billion-dollar sales company, for example, 250 or 300 million in commercial sales would give a better balance.

PN: How do we hope to go about something like that?

JCB: The first thing that we've done, of course, is propose the merger between Grumman's commercial aircraft operations and American Aviation, which will in effect create a subsidiary that's got a major shot at the general civil aviation field. It was something that Grumman had been discussing for some time but was postponed when Lew Evans had his heart attack. We think it's a beautiful example of how a merger can make two and two add up to five —synergism, I think they call it.

PN: Can Grumman compete in commercial fields considering its wage rates, and the engineering philosophy—such as fail-safe designs and redundant systems —that have become necessary in aerospace products?

JCB: I can't imagine Grumman as a producer of cheap tin trays. You can't have high-caliber people producing a low-caliber product. But Grumman can certainly produce high quality products in a number of fields. We've got the engineering design and production capability to do a great variety of things. Question is: What products are commercially desirable to produce?

Grumman is, for instance, trying to develop a position in the hospital field through Grumman Health Systems. It involves the supply of highly technical equipment in small capital units. How successful it will be, and where it will lead to, is difficult to predict right now.

Grumman Allied has done a great job in the last few years. It looks to me as if that company is just about ready to break out and begin to accomplish its real ambitions.

Grumman Data Systems has a development called MASSTAPE that has tremendous potential. It's in final development right now, and final systems integration is underway at the Data Systems Center.

PN: You said your management philosophy is to give people who work for you the opportunity to do their own thing, in a sense, within Corporate objectives. Would you call that "participative management," or is that too high-flown a phrase?

JCB: Very high flown. If you've got a lot of people in a company, the best way to get results is for everybody to be in there going full tilt. Obviously there has to be some sort of policy direction, but there's no point in having A telling B, and B telling C, and all detailing some sort of project that eventually D gets to do. If all four of them are out doing four different jobs and cooperating and coordinating together you get a lot more done.

It requires a certain amount of confidence that the other guy understands, and that you understand, that the four of you are really working as a team to-

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Kelly sees 'high degree of interest' in Grumman space talent

(Continued from page 1)

The talks were very cordial, Kelly said. "I see this as a beginning, an opportunity. The program is moving ahead," he added, "and it's going in the right direction. There's a high degree of interest in Grumman's capability and an evident intent to use Grumman's experience in Space Shuttle work. We made presentations on Management Overview of Grumman, Structures, Avionics Integration, Systems Engineering, Propulsion (Orbital Maneuvering System), Reaction Control System.

"We could see mutually beneficial relationships with Grumman as subcontractor to NR on the Space Shuttle."

North American Rockwell was selected by NASA to develop the Space Shuttle system under a six-year estimated $2.6 billion program to design, develop, and produce the Shuttle Orbiter vehicle and integrate all elements of the system. North American's Space Division President, Joseph McNamara, noted that "the technological base developed by Grumman and McDonnell Douglas on Manned Space Flight Programs, and most recently in the Space Shuttle Orbiter Program competition, represents a 'perishable pool' which could soon diminish if not effectively utilized." In other words, engineering and other talent would be dissipated if too much time intervened before work begins. McNamara added that "the agreements provide a timely and cost-effective means of applying to the Orbiter Program the best thinking and talents of these companies in its early stages."

More than 50 percent of the dollar value of the Orbiter Program, said McNamara, will be subcontracted to as many as 10,000 firms across the country.

The Space Shuttle consists of an unmanned booster with a manned, reusable, orbital spacecraft designed to ferry men and materials to and from earth orbit. Models of the Shuttle resemble a delta-wing airplane riding piggyback on a rocket. It will be launched like a rocket, fly in orbit like a spacecraft, and land like an airplane. The first orbital flights of the Shuttle are scheduled for 1978.

Saving idea. **Ben Licardi of Plant 1 picked up Flight Safety jacket award, $100 in U.S. Bonds, and congratulations of Frank Edwards, director of Flight Acceptance, for improvement to Tomcat.**

Set scholar deadline for Nov. 1

Wednesday, November 1, is the deadline for high school seniors interested in competing for Grumman Engineering Scholarships to file application with their school principals.

These Grumman scholarships provide full tuition for courses leading to a Bachelor's degree in any accredited engineering school of the student's choice. At least three will go to dependents of Grumman personnel. Those eligible to compete must be high school seniors in the top 20 per cent of their class scholastically.

Official application blanks, plus descriptive literature explaining the whole program, can be obtained from high school principals and school guidance counselors throughout Nassau and Suffolk counties.

Completed applications are to be sent by the school principals to Grumman on or before November 8, each accompanied by a transcript of the student's secondary school record, two letters of recommendation from non-relatives supporting the applicant's candidacy, the school principal's report, and a small recent photo of the applicant.

In the event your school does not have the official application forms, contact Bill Wenzel, Grumman Engineering Scholarship Office, Plant 35, Bethpage, N. Y., 11714, or phone 516 LR 5-2682.

Surplus furniture sale, Sept. 30

Hear ye, hear ye. Furniture sale coming. You might find just the drafting stool you've been pining for.

There will be a sale of surplus desks, drafting boards, and benches, for employees only, on Saturday, September 30, from 8 a.m. to 12 noon, in Plant 11A. The desks are wood and metal (Stacor). Benches come knocked down (metal parts only), and there will be chairs, drafting stools, metal cabinets, and other items. They range from poor to good condition.

Desks range from $8 to $35; work benches are $15; drafting tables, $10 to $60.

Sales are on a first come, first served basis. Payment, cash or check, must be made and your Grumman badge presented at time of sale. All sales are final, no exchanges or refunds. You will remove and transport items at your own risk.

Plant 11A is on Ludy Street, off Broadway in Hicksville, east of the Carvel Ice Cream stand.

A similar sale will be held at Calverton in late October.

Establish Corporate Systems, with Ralph Tripp as director

Vice President Ralph (Doc) Tripp has a new title: director of Corporate Systems. In addition to his responsibilities for the LM Program until its conclusion next December, Tripp will also be directing "all Grumman Aerospace Corporation effort and resources to develop a coordinated Corporate Management System," Aerospace President Joe Gavin announced. "He will be responsible for the acquisition of all services and equipment associated with these systems, both business and scientific."

"Something like Management Information Systems (MIS)," Tripp explained, "but not so ambitious—not the 'big system.' This will be more general—a tradeoff between man and computers, to determine which flow of information and material belongs to computers and which to manual or human planning systems."

During Space Shuttle proposal preparations, with which he was deeply involved, Tripp saw that there were certain areas of redundancy among departmental systems and some between computer programs and their differing languages. "Now," he said, "we plan to develop an integrated management system that we can talk about, demonstrate, and use. It will constitute a considerable plus in the preparing of future proposals. Technical excellence of product used to be sufficient to win a proposal," he added, "but a great deal of emphasis is now placed on ability to demonstrate that we can control and manage a program within specified costs."

Ralph Tripp

Came full circle

Tripp will interface with Pete Viemeister, President of Grumman Data Systems, which is the prime sub-contractor to Grumman Aerospace for computer facilities. Corporate Systems will be responsible for coordination of the requirements of the various Grumman Aerospace departments with GDS.

Tripp said he was reminded of the first time he and a man from the Census Bureau in 1944 used IBM accounting equipment for solving F6F flutter problems. At that time the normal mode of operation was to use a battery of Friden calculators. "I guess you could say I've come full circle," he observed. "Now there's a tendency to want to put **everything** on computers. We have to decide just where computers should be used in order to achieve the most efficient operation, to select things computers can do best.

"By use of electronic data processing equipment we expect to eliminate or minimize shortages and cut time required to implement changes. It will give management at all levels the tool they need to rectify problems quickly. I'm talking about everything from the flow of detail parts and hardware in the shop to the presentation of data to the President of the Company.

"A goal of Corporate Systems in a way is to put itself out of business by getting management systems developed and operating in a satisfactory manner."

Seeman at Patuxent

Dave Seeman has been appointed assistant site manager, Patuxent River, for Flight Acceptance Operations and BIS Trials in order to assure co-ordinated Flight Acceptance support for BIS trials of the F-14, E-2C, and EA-6B there. He will report to James T. Russell, site manager, Patuxent River, and to Frank Edwards, director of Flight Acceptance, as Resident Flight Acceptance manager for all Grumman programs at that location.

Oops!

In our last issue we indavertently demoted Sam Sayers, new Navy Class Desk Officer on the A-6, by calling him a lieutenant commander. He's actually a commander. And Capt. Joe Wilkinson is director, not manager, of the A-6 Project for the Navy.

Trainers help Navy crews get acquainted with new Hawkeye

The Hawkeye, the plane with a saucer atop it, may look the same as it has in the past but Herman Wenz, who's Support Program manager, will tell you that the new model, the E-2C, is so different from E-2A and E-2B that "for all practical purposes it's a new aircraft."

In essence, the E-2C is a great leap forward over the E-2A and E-2B. The E-2C has a new overland radar, an updated computer, new radar displays, passive detection system, and a new inertial guidance system. It can detect, identify, and track aircraft over land as well as over water—of great significance when large land masses are involved. Then, too, in addition to its early-warning mission, it can serve as an intercept-control command post.

These new systems improvements are expected to increase the reliability of the plane many times by reducing turnaround time between flights because the job of locating any "bugs" in the black boxes will be easier. So maintenance difficulties should be minimized.

In addition, the Hawkeye provides strike and air-traffic control, area surveillance, both surface and air, search and rescue guidance, navigational assistance, and communications relay.

Flight crew training

And since it is so new, it follows that the old way of doing things is no longer in vogue. The pilot, co-pilot, and three-man crew in the back of the aircraft must adapt themselves to the more sophisticated lady of the skies — which means a training effort to bring flight crews up to speed.

"Efficiency in all these duties," says Dick Strollo, E-2 training supervisor, "is highly dependent upon the quality of training that personnel receive. To make certain that the quality prevails, we're developing three quite different types of E-2C trainers: an Integrated Systems Maintenance Trainer (ISMT), a Tactics Trainer, and a Cockpit Procedures Trainer."

The first of these, the Maintenance Trainer, is well along in its structural development at the training center in Plant 39. What is immediately striking about this trainer is its lack of skin: it's virtually bare. "There's a great advantage in that," explains Howard Brady, who's in charge of the trainer. "The man who has to know how to maintain the aircraft sees it all. Most trainers really show the interior, not the exterior as well, which tells the story of how things go together. You see the actual fuselage station lines, contour lines, cabinet structure locations, equipment (and the clearances involved), actual electrical cables and wiring harnesses, and interconnections with subsystems and components. It's the mirror-image of the real plane and its test equipment under ground maintenance conditions."

Navy moves in

As the maintenance trainer structure progresses, under the watchful eye of Fred Softye, trainer engineer, Navy Maintenance instructors move into Plant 39 to become as familiar with the trainer as Grumman training people are. That has to be the case for the Navy instructors are the ones who, by next summer, will have this trainer at the Naval Air Station at Norfolk, Va., and they will do the training job. Grumman doesn't vanish from the scene at this point: there'll be a close interfacing between the Company and the Navy, particularly as equipment and systems are updated.

The same thing goes for the Tactics Trainer and the Cockpit Procedures Trainer, of course.

As for the Tactics Trainer, says Walt Weber in Plant 5, its purpose is to show Navy instructors how the three-man crews operate the detection and communication equipment in the back end of the E-2C. "There are four parts of it," Weber says. "There's the training compartment, the problem-control complex, the simulation computer, and, lastly, the video simulator.

"The training compartment is identical to the CIC (Combat Information Center). All the controls and displays are there, and the trainees can put on the headsets, turn on the power, and be in the simulated flight environment. Tactical problems are simulated by a complex system of computerized electronic equipment. The problem-control complex, with as many as seven instructors aiding, sets up the specific situations and flight conditions — such as the speed and direction of a target, the wind or sea conditions, radar power or radar noise, or the amount of interference or jamming going on by an enemy." In all of this, the instructors can do "'role playing," acting as pilot or co-pilot.

The third unit, the simulation computer, has been described as one of the fastest computers in existence. Stored in

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The art of simulation. **Grummanites from Production at Plant 5, Design in Plant 2, and Trainer/Servo in Plant 39 are busily constructing a precisely realistic ground model of the E-2C, a maintenance trainer that will be used first for teaching Navy instructors in Plant 39. Later, the trainer will go to the Navy at Norfolk, Va. (Photos by John Boles)**

Co-op students view 'work break' as valuable step on career path

Co-op education provides a dual relationship for students and employers: It gives students an early outlook into the working world, and it gives industry an early look at potential employees.

Students gain valuable on-the-job experience through the alternation of classroom instruction and practical training and often the students offer industries new ideas, new ways of solving problems, and new channels of communication between the academic and business world. Through close relationships, each group gains a better understanding of the other.

Not only does the program open up an opportunity to learn about one's future occupation, it also helps the student who must earn money to continue his education.

Grumman has participated in this program for seven years, and though it is still new to many, the program has been rapidly gaining popularity throughout the nation.

The 22 students now participating in the Grumman program have had from three months to two years of training here. Many have worked in several departments in the Company, thus exposing them to possible job opportunities.

"Grumman's co-op program is excellent," said Fred Banta, an engineering student from Northeastern University. "It has its own budget and has full Company support." Fred works in the Microelectronic and Circuit Design Lab performing a chemical analysis procedure that can be used on electronic components. He does not consider this experience invaluable but he does say it has given him a better background.

Valiant Webster is not quite as enthusiastic about the program. He thinks it needs improvement. He believes the student should have consultants, persons who know the business side of things as well as the engineering side. This consultant, he says, should be up-to-date on the job market as well as knowing what is happening at Grumman. A senior at Indiana Tech, Val is interested in Aerospace Engineering and has completed one year at Grumman on the co-op program.

'Better perspective'

Jim Prime, an electronics engineering major from Georgia Tech, designed and built a piece of equipment needed for his area of Microelectronics. His co-op experience, he said, has given him a better understanding of how problems are attacked and solved, and generally the kind of life one can expect after college. A person's views are broadened, he believes, by associating with other college students and members of the working world. He evaluates his co-op experiences as "invaluable." "I now have a better perspective of industry and education."

A similar feeling is expressed by others. "I find my work in Contract Administration challenging and demanding," said Ivory Tucker, an Economics major from Morgan State College. "It's a great responsibility that keeps one very alert and active. The action amazes me."

And Harding Chism, a Howard University junior, finds little time to become bored in his area because there is so much to learn. In Radio Frequency Applications, he was repsonsible for the calibration and evaluation of purchased electronics materials.

On the whole, students seem to be pleased with the program. The feeling is that even the student who is dissatisfied with his assignment can learn a great deal about himself and other people. By observing and asking questions, one can learn about a particular job and discover where his (or her) interest lies.

"I feel that I have not received the training I hoped I would get," said Jackie Jenkins, a Business Administration major from Morgan State. "I was not exposed to training related to my major, rather, my work was concentrated more on a Secretarial Science level." Yet, Jackie still says that being at Grumman has helped confirm her plans to continue her training in Business Law after graduation. She sees her field as interesting and important.

Some concern

A small percentage of the students expressed concern that not enough time is spent with the co-op worker. More work related to the student's major should definitely be given, as well as more student-supervisor meetings.

All but one of the student co-ops agreed that to work in co-op is worth postponing graduation, provided the students are assigned positions that they enjoy and are related to the career they hope to pursue. They are aware of the tight job market and know that the practical experience they will gain will be an asset whenever they look for a job.

Students had mixed reactions concerning working for Grumman on a permanent basis. Several gave a definite "Yes," a few were uncertain, and two said "No." Many said the question of job security was a reason for uncertainty. There were those who would rather not work in an aerospace or defense corporation, and many did not care for the Long Island area.

David Richer would definitely like to work for Grumman. He feels the opportunity for advancement, employee benefits, and the overall experience would be beneficial. Dave, an accounting major from Northeastern University, would not like to postpone graduation to work in co-op because, "without a degree, advancement is harder and financial gain is limited."

Obviously, some students have worked at Grumman longer than others but all of the co-ops have had an opportunity to take a close look at Grumman as a corporation. Students were asked in a survey for their opinions of the Corporation. Middle management received the majority of criticism. "Grumman is a company that is top heavy with old management that is too conservative to branch out to new horizons," said Fred Banta.

Tucker stated his views emphatically: "If Grumman is to continue to be a competitive corporation it must promote more of its young people. At present, the Company offers no incentive to young people. Middle management seems to be a problem in that many of these people no longer offer anything to the Company. Because of their inability to recognize and promote young people to middle management, young people become frustrated and cease to produce or leave the Company. Grumman should promote its people based upon ability and not favoritism."

On the other hand, Jim Prime commends Grumman for instituting the co-op program. "It is beneficial to the student who is in search of a career and needs financial help in pursuing his goals." He is certain that it can benefit the Company in the long run as it has definitely benefitted the students.

David Richer feels Grumman is basically a good Company but should broaden its horizons more than it has in the past. "I feel a new program of management should be instituted which would help the employees relate better to the task of the Company and to upper levels of management."

As this work period ends, most students will return to their colleges and universities to complete the classroom portion of their program. Some will graduate, some will come back to Grumman for another co-op period, and a few will remain here for another three months.

Whatever the outcome, soon each student will be on his way to graduation, and then enter the working world.

(This article was written by Linda Logan, who is attached to the Plane News staff and is participating in the Grumman co-operative education program with colleges. Linda will be going into her senior year when she returns to Bennett College in North Carolina next January.)

Speaking up. Co-op students giving their views include (clockwise from top L) Jackie Jenkins, Fred Banta, Ivory Tucker, Valiant Webster, David Richer. (Photos by Bob Settles, Marie Trimborn)

C'mon, kick it! . . .

You're a smoker? You've decided to be a non-smoker? Here's how.

Go to a free lecture on the tantalizing topic, "How to stop smoking easily and permanently, without drugs, without weight gain, without any nervousness." It will be given Wednesday, September 27, at 5 p.m. in the Plant 28 Auditorium, by Carol Fox of Smoke Watchers, Inc. The course runs 14 weeks, and out of a previous class of 30 there were 28 who kicked the habit, she reports.

For information, call GAA, Ext. 2269.

J. A. Hoda | A. J. Mancuso | W. F. Murdock | J. P. Fass | P. A. Emeigh | C. E. Grodski | H. B. Laverty | E. Larsen | K. D. Gaynor

service milestones

30

John J. Zaleski, Sm. Pts. Fab (2)
Augustus P. Horan, Alodine (2)
Stanley Mruz, Chem-Mill (2)
Clarence H. Remsen, Present. Serv. (2)
John J. Mulroy, Alodine (3)
Philip F. Racaniello, Spotweld (3)
James A. Mulqueen, Insp-Mech. (3)
Edward R. Nordmark, Environ. Ctl. & Test (5)
Lincoln B. Andrews, Plt. Stores (6)
Wilbur C. Fare, Receiving Insp-Gen. (10)
John A. Feulner, Trans-Oper. (20)
Joseph D. Iguera, Ctr. Sect. (27)
Robert H. Geignetter, Assem. Tool. (27)
David Goldblum, Subsys. Com. Relia. App. (34)
Francis Watson Jr., P/S A/C Sys. Serv. (34)
Gerard A. Hoey, Plt. Stores (36)
John C. Parkinson, Bus. Develop. (55)
Helen M. Hewitt, KSC Engg. (83)
Robert F. Loar, Exec. V.P., Grumman Allied Ind., Inc.

25

Stanley J. Shepski, Prototype (1)
John A. Hoda, Prototype (1)
August J. Mancuso, Fuse. Fwd. Sub & Maj. (1)
William F. Murdock, Join. & Mid Mod. (1)
Jacob (Jack) Fass, Drafting (1)
Perry A. Emeigh, Press (2)
Charles E. Grodski, Press (2)
Harvey B. Laverty, Sm. Pts. Fab (2)
Ernest Larsen, Alodine (2)
Kenneth D. Gaynor, Pts. Paint (2)
Edward Miron, Tanks & Ducts (2)
Fred Cusmana, Steel Pts. Assem. (2)
Joseph G. David, Hyd. (2)
Arthur J. Larsen, Hyd. (2)
Peter W. Kaiser, Stress Relieve & Hot Form (2)
John R. Ketcham, Prod. Rel. & Ana. (2)
Miles E. Jacobson, Ind. Engg. (2)
Henry O. Jacobsen, Plt. Stores (2)
Joseph E. Smith, M. E. Produc. (2)
Joseph P. Corso, Chem-Mill (3)
Albert A. Benesch, Ctr. Sect.-Fin. (3)
Mark J. Lang Jr., Maint. (3)
Leonard F. Bosshammer, Final Assem. Struct. (4)
Thomas Sinatra, Mech. Struct. & Proto. (5)
Thomas F. Connors, Supp. Equip. Prod. (5)
J. R. (Russ) Schwarting, P/S Future Bus. (5)
Richard A. Mazourek, Flt. Accept. Mgmt. (5)
Nicholas McCarthy, Final Assem. (6)
Edward Perrier, Insp-Mech. (6)
Edgar A. Van Buren, Insp-Mech. (6)
Michael Suspenski, Plt. Protect. (6)
M. Michael Ritchie, Mech. (14)
Edward Bruns, Trans-Oper. (20)
Alexander W. Stachelski, Trans-Oper. (20)
Edward Sweezy, Trans-Oper. (20)
Everett J. Janes, Rqmts. Plng. (30)
Joseph G. Kirchdorfer, Prop. Mgmt. (30)
James Flood, PPO - A-6 (34)
Francis Zarodkiewicz, Proj. Plan. (34)
Paul A. Von Bernewitz, Chem. Engg. (35)
Robert King, Prod. Ctl. (36)
Julia A. Hanlon, Payroll (40)
George M. McNally, MSC Base Mgr. (52)
Edward W. Grabowski, KSC LM Oper. Mgmt. (83)
William Rowcroft, KSC Mfg. Shops (83)
James S. Lacy, P/S A/C Site Mgmt. (85)
John W. Nicholas, P/S A/C Sys. Serv. (89)
John E. Lacy, P/S A/C Sys. Serv. (93)

20

Francis P. De Quarto, Instr. A/C Test (1)
Eldredge McCready, Fuse Fwd. (1)
Henry C. Zembko, Fuse. Fwd. (1)
Edward J. Smyth Jr., Sub-Assem. (1)
Bernard Zukowski, Join & Mid. Mod (1)
William F. Rosenburg, Final Assem. (1)
Paul C. Davis, Final Assem. (1)
Walter H. Aims Jr., Mfg. Test Plts. Mgmt. & Staff (1)
Vincent S. Ferrari, Mfg. Test Plts. Mgmt. & Staff (1)
John F. White Jr., F-14 Mfg. Plng. (1)
Martin J. Lieblang, PPO - F-14
Edward J. Weick, PPO - F-14 (1)
Hobart N. Anderson, F-14 Prod. (1)
Norbert J. Alberts, F-14 Prod. (1)
Dominick Colasanti, F-14 Prod. Ctl. (1)
Marion E. Merritt, Repro (1)
Carmelo Basile, Router & Shear (2)
Edward R. Kirschberg, GSE Mech. (2)
Frank B. Keanna, Tanks & Ducts (2)
Joseph Mattera, Hyd. (2)
Warren R. Thalen, Die Shop (2)
George L. Sillence Jr., Marshall. & Fin. Tool Con. (2)
George J. Smith, Sm. Pts. Fab (3)

E. Miron | F. Cusmano | J. G. David | A. J. Larsen | P. W. Kaiser | J. R. Ketcham | M. E. Jacobson | H. O. Jacobsen | J. E. Smith

J. P. Corso | A. A. Benesch | M. J. Lang Jr. | L. F. Bosshammer | T. Sinatra | T. F. Connors | J. R. Schwarting | R. A. Mazourek | E. A. Van Buren

service milestones

20

George A. Dominik, Alodine (3)
Henry Meder, Spotweld (3)
Alphonse Debrita, Engrav. (3)
Edward Pollack, Wing Fin. Assem. (3)
William Vassilious, Wing Fin. Assem. (3)
Harold J. Fitzgerald, Wing Fin. Assem. (3)
Leo M. Glowatz, Honeycomb Pre. (3)
Chester J. Ostrowski, Honeycomb Pre. (3)
Alexander Czykowski, Honeycomb Bond. (3)
Isaac Washington, Mach. Oper-Pts. Ctl. (3)
Stewart E. Meehan, Elect. Test (4)
Raymond B. Ryan, Elec. Prod. Eng. (4)
Alan G. Leavy, Static Test (5)
William A. Moore, Instr. A/C Test (5)
Frank A. Miller, Mech. Struct. & Proto. (5)
Charles M. Wilson, Environ. Ctl. & Test (5)
Herbert Timmerman, Elect. Repair (5)
Kenneth W. Nelson, Contracts A/C (5)
Thomas L. Totten, Instr. A/C Test (6)
Laurence Comodo, Hyd. (6)
Joseph F. Geyer, Pwr. Plt. (6)
Gabriel Torok, Ordnance (6)
Walter E. Gaschott, Avionics Inst. (6)
Salvatore Grillo, Final Assem. (6)
Arthur H. Spear Jr., Instr. Plng. (6)
Frederick A. Spirson, Instr. Plng. (6)
Harold W. George, Facil. Adm. (6)
John F. Groh, Distrib. Serv. (6)
William W. Worth, Insp-Mech. (6)
George A. Heitz, Prefit. Fin./Sys. Install (7)
James A. Turner, Flt. Oper. (7)
Alfred W. Blunt, Flt. Dev./Oper. (7)
Ronald Christiansen, Flt. Dev./Oper. (7)
George A. Waugh, Resources (7)
John H. McDonnell, Flt. Crews (7)
George C. Nichols, Airport Oper. (7)
Ernest C. Parsons, Insp-Elec. (7)
Gordon G. Simpson, Maint. 12)
Frank Cizek, Maint. (12)
Rudolph G. Aeder Jr., Mass Prop. Anal. & Ctl. (15)
Charles E. Ullrich, Trans-Oper. (20)
Walter E. Smith, Trans-Equip. Maint. (20)
Kleanthes Anton, M. E. Produc. (25)
Philip S. Thorjusen, Struct. Design (25)
Vito N. D'Erasmo, Plexiglass (27)
Thomas L. Garite, Plexiglass (27)
Julius A. Schaad Jr., Sub-Assem. (27)
Roman E. Czarnecki, Ctr. Sect. (27)
John Podkanowicz, Fuse. Join. (27)
Quentin F. O'Brien, Sub-Assem. (27)
George Hernandez, Invent. Ctl. (30)
Theodore E. Haeberle, Rqmts. Plng. (30)
Edward W. Hartmann, Rqmts. Plng. (30)
Charles N. Rizzo, GSE Mech. (33)
Albert G. Turnquist, GSE Mech. (33)
Edward Andersen, GSE Mech. (33)
William Sternkopf, Instr. A/C Test (33)
Viggo Pedersen, Meth. Elec. Tech. GSE (33)
Friedrich L. Steinmetz, Struct. Design (34)
William C. Trillo, Prog. Mgmt. A-6 (34)
Edward Brady, Conf. Data Mgmt. (34)
Edwin A. Anderson, Fluid Pwr. (35)
Robert Bednor, Surf. & Assem. (36)
William Murphy, Surf. & Assem. (36)
Joseph L. Bonefacio, Final Assem. Struct. (36)
Joseph V. Neary, Prod. Ctl., Parts Ctl. (36)
Sylvester Ebron, Food Serv. (36)
Charles A. Rooney, B/P Whse (37)
George E. Nordstrom, B/P Whse (37)
Angelo Spampinato, Maj. Assem. (55)
Raymond C. Buckley, Maj. Assem. (55)
Joseph A. Morales, KSC Engg. (83)
Robert G. Myer, KSC Mfg. Shops (83)
Salvatore Conforti, Product. (88)

15

Eugene D. Andria, Sub. Assem. Maj. (1)
Francis J. Radocy, Instr. A/C Test (1)
Frederick J. Lambui, Instr. A/C Test (1)
William R. Stratton, Fuse. Fwd. Sub. & Maj. (1)
Joseph I. Kasten, Fuse. Fwd. Sub. & Maj. (1)
Manuel Encizo Jr., Fuse. Join. (1)
Bruno Apollonio, Fuse. Join. (1)
Arthur E. Quimby Jr., Hyd. (1)
John Twinem, Sma. Parts Fab (2)
Michael Bergin, Optical Tool & Metrol. (2)
Emilio Cerebelli, Convent. Mach. (3)
Walter Tully, Chem-Mill (3)
Charles A. Eiserman, Mach. Oper. (3)
Michael Larkin, Mach. Oper. (3)
Henry R. Riehl, P/S Elec. Engg. (4)
Joseph Russo, P/S Servo Trng. Dev. Engg. (4)
Robert Koppenhoefer, Conv. Mach. (5)
Ronald E. Cerank, Adv. Aircraft Sys. (5)
George L. Matthews, Ind. Engg. (6)
John F. Cowan, Flt. Devel./Oper. (7)
Robert T. Reilly, Mfg. Test Plts . Mgmt. & Staff (7)
Arthur Campbell, P/S Equip. Tech. Mgmt. (15)
Joseph A. Abbatiello, Plexiglass (27)
George N. Tietjen Sr., Sub-Assem. (27)
Warren C. Bowers, GSE Mech. (33)
William W. Steibel, Prog. Mgmt. (35)
David Heller, Facil. (36)
Edward F. Burkhardt, GDS (40)
Leroy P. Lopresti, KSC Base Mgmt. (83)
Hugh Quinn, P/S Fld. Mat/Mod. (90)

Hurricane assignment

Almost to the day a quarter of a century ago, a tremendous hurricane hit the Gulf Coast, and a Grumman Mallard amphibian, piloted by Hank Kurt (now retired) and owned by the New York Daily News, took off from Grumman on a five-day photography and reporting flight. It got the News assignment as it was undergoing a check at Plant 4. Bill Hanagan went as plane mechanic, and the News crew got first on-the-spot pictures of the greatest catastrophe in years. At Jacksonville they learned that an Associated Press newsplane had had to turn back.

The Mallard was also the first to discover that 50 miles of railroad track had been destroyed near Lake Ponchartrain, La. It was a stormy journey but the amphibian "behaved beautifully," Kurt reported.

M. Suspenski | M. M. Ritchie | E. Bruns | A. W. Stachelski | E. Sweezy | E. J. Janes | J. G. Kirchdorfer | J. Flood | F. Zarodkiewicz

P. A. Von Bernewitz | R. King | J. A. Hanlon | G. M. McNally | E. W. Grabowski | W. Rowcroft | J. S. Lacy | J. W. Nicholas | J. E. Lacy

'It's going to be an exciting place to be'

(Continued from page 2)

ward one overall goal. I've been in organizations where everybody looked over his shoulder to make sure that he was doing exactly what the boss wanted him to do, and it's an awful lot of wasted time. If you sit down and agree to what you're trying to do, and you have the confidence in the competence of the

Jack Bierwirth

people who are working with you, you'll not only get the job done, you'll also make working a lot more fun for people. As a matter of fact, you can keep a pretty high caliber group together that way.

PN: What do you perceive as some of the things Grumman has to do to solidify its position in the next six months or a year?

JCB: We're going to have to get a settlement in Washington on the F-14 contract, then we're going to have to pull up our socks and fight like hell, because whatever the settlement is it's not going to be an easy one. And we're going to have to do everything we possibly can to get costs down and get the product out, and get it out well. And that doesn't mean only the F-14—that means every part of Grumman because every part of Grumman makes up the total profitability or non-profitability of Grumman. We have to come out of this with a strong, profitable company if we hope to do anything important. It's not possible except in very specific and rare instances, to go out and diversify a company if the company isn't in a good financial position. So we have got to have a financially strong company. Then we can go out and do all kinds of things.

PN: Do you have any specific suggestions to people on the production floor or to the other people throughout Grumman. What can they do to help?

JCB: I haven't been here long enough to have any specific suggestions, but ideas that can save the company money or speed up the pace and quality of production are terribly important to Grumman. Continued dedication is what we've got to have. I think it will be an exciting experience to be at Grumman in the next five years because I think you're going to see a tremendous number of people who are going to pitch in to get the job done. It's going to be an extremely exciting place to be.

PN: Exciting as far as challenge, you mean?

JCB: That's right, but I think excitement with challenge comes only when you believe you're succeeding. If you've got a challenge that's overwhelming, like standing in the path of an oncoming avalanche, that's not exciting, that's depressing. But if you've got a challenge and you're beating it, that's exciting.

PN: Any other immediate responses to the last couple of months?

JCB: Frankly, one of the nice things about Grumman is it's such a great bunch of people. It really is an extraordinary group to get involved with. The other impression is that it's such a huge operation here at Bethpage. I've been with reasonably good sized companies before, but they didn't have that much concentration in one location. A location with three or four hundred people, even two or three thousand, is one thing, but to find 20,000 people in one place is a new experience for me.

PN: Any last thoughts?

JCB: Well, any time something like the proposed merger with American Aviation comes along it's bound to be dislocating, bound to raise questions for some people. We apologize for the dislocations that come and ask for help and cooperation in getting the job done. We hope that everybody can see that this is an important step for Grumman and that we're all involved in the job of trying to make Grumman a stronger and more rapidly growing company.

It's very simple: If the corporation isn't strong, then job security, challenge, new responsibilities, and everything else have diminishing possibilities. If you get a company that's really going someplace, new opportunities come up all the time, and certainly job security is much improved. That's the challenge, and the reward. That's what you hope for, and at the same time you have to say, "I'm sorry I've disturbed your daily life for a little while; I hope you agree that it's worth doing."

Hobby Show begins Oct. 2

You're a collector of buttons? You design your own needlepoint? Build ship models? Knit or crochet?

Finish whatever you're doing and plan on winning a prize at the annual Grumman Hobby Show, to be held in Plant 28 next month. Grand Prize is a $100 Savings Bond. There will be first, second, and third prizes in 24 categories. Here's the procedure:

Entries are to be submitted Monday, Tuesday, or Wednesday, October 2, 3, and 4, between the hours of 4 and 6:30 p.m. at Plant 28, the Personnel Building. Staff members from GAA will be there to receive them. Judging will take place on Thursday, October 5, and prizes will be awarded Friday noon. The display will be open to personnel and their families October 5, 6, and 7.

Retirees are welcome to compete, Show Director Chet Baumgartner emphasizes. Exhibitors from Calverton plants should get entry blanks and information from Katherine Eng, Plant 6 Library, Ext. 335.

These are the hobby categories:

1. Ceramics
2. Collections - Coin
3. Collections - Stamp
4. Collections - Miscellaneous
5. Crocheting
6. Embroidery
7. General
8. Gunsmithing
9. Knitting
10. Leather Work
11. Metal Work
12. Model Planes - Flying - Scale
13. Model Planes - Flying - Non Scale - Original Design
14. Model Planes - Non Flying - Scale
15. Model Planes - Non Flying - Non Scale - Original Design
16. Model Railroads
17. Needlework
18. Science - Working Models
19. Sewing
20. Ship Models - Kits
21. Ship Models - Original Design
22. Ship Models - Scale
23. Wood Carving
24. Wood Work.

Each exhibitor may show two entries in any one category, and a maximum of six in all categories. Coin exhibits are limited to one display case. **Entries must have been completed during the past year, and no entries from previous hobby shows are acceptable.** Each person is limited to one award in any one category. For further information, call GAA, Plant 30, Ext. 2133 or 2269.

Shows coming up . . .

Talented in other directions? The Grumman Art and Photography Show (including sculpture) will be held the first week in November, with entries to be submitted Monday-Wednesday, October 30, 31, and November 1.

The Grumman Chrysanthemum Show is scheduled for Thursday, October 19. Dot Kappenberg is manager and Karl Hagen her assistant.

CALENDAR of events

Notice of events for period Oct. 13 - Oct. 27 should reach Plane News by **Tues., Oct. 3.**

Dance Club: Beginners, Tues. evgs., 8:30-10 p.m., start. Sept. 26 at St. Francis Of Assisi, Northgate & Clay Pitts, Greenlawn; intermediate, Thurs. evgs. 8:30-10:30 p.m., start. Sept. 28 at Portuguese Amer. Hall, 306 Jericho Tpke., Mineola, $2/session. Len Luke, Ext. 1438.

Duplicate Bridge Club: Every Thurs., 5:45 p.m., Plt. 18, ACBL sanction., partner guar. Dan Panshoukian, Ext. 2798.

Ex-Servicemen's Club: Tues., Oct. 3 (note date change, 7:30 p.m., Plt. 28 Lobby, reg. mo. mtg.; Vet's counselor avail. alter. Thurs., Oct. 5 & 19, call Bob Regan, Ext. 2814. Al Kordula, Ext. 87259.

Family Campers: Fri., Sat., Sun., Oct. 13, 14, & 15, Grumman's Calverton picnic grounds, rally & 1st mtg. of season on Oct. 15. Bill Lord, Ext. 2914.

Flying Club: Fri., Oct. 13, 5 p.m., Plt. 28 audit., reg. mtg. Stan Kalemaris, Ext. 7341.

L.I. Ind. Nurses Assoc.: Thurs., Sept. 28, Grumman audit., month. mtg., spkr. Charles Ens, Pre. of Medicoustics, Inc. Mary Gise, Ext. 3723.

Old Friends Club: Tues., Sept. 26, 7:30 p.m., Plt. 28, Rm. 1, fall mtg., sandwichs. Frank Mistretta, Ext. 2683.

Soc. of Aerospace Mat'l. & Process Engg.: Tues., Oct. 10, 5:30 p.m. happy hr., 6:30 p.m., dinner, 7:30 p.m., mtg., King's Grant Motor Inn, Plainview, N. Y. Chapt., "Polyimide Resin Tech.," Ciba-Geigy Corp. Sonja Westerback, Ext. 9155.

Soc. of Mfg. Engrs.: Mon., Oct. 9, 7:30 p.m., Grad. Ctr., Poly Inst. of Bklyn., Farmingdale, spkr. B. Aleck, P. E. of Grumman Aerospace, "Cryo-Bulge Forming." Dick Knoll, Ext. 84040.

E-2C trainers for Navy crews . . .

(Continued from page 4)

the computer are more than 250 targets and emitters of the type that the Hawkeye might run into in real life. And finally, there's the video simulator, which gives a realistic "picture" of radar displays, including targets, emitters, and terrain.

This Tactics Trainer is also scheduled to go to Norfolk, probably in the summer of next year.

CPT (the Cockpit Procedures Trainer) is designed to train pilots and co-pilots in both normal and emergency procedures. In order to trim costs, the CPT is to be part of an E-2A that's undergone modification. It will duplicate the actual cockpit and the digital computer system. According to Ray Frost, "The computer system is programmed to store sets of normal and emergency methods for doing the job in flight simulation. It will also be able to simulate in real time specific system functions that allow the flight crew to manage the aircraft systems. As in the case of the Tactics Trainer, instructors can concoct realistic simulated exercises—even simulated malfunctions. In this way, instructors can see how trainees perform, thus preparing flight crews to fly under all conditions."

The CPT is in process of formation now. It is due to be delivered to the Navy in about September of '73.

The rationale for all of this is quite simple: to provide trainers that do the **full** job where it's safest — on the ground. It's more than a question of learning; it's learning by doing, in simulating very closely what can occur in the real world.

"By providing these near-life simulations," says Wenz, "we and the Navy come about as close as possible to what men in an E-2C could encounter. We can't fly the missions for them, but we hope that we're giving them what they really need to make them proficient in their jobs."

Forum to examine respiratory diseases

How informed are you about asthma, chronic bronchitis, emphysema, and lung cancer? Do you know whether you have any of these ailments? Do you know how to prevent them?

A free, open forum on these diseases will be held Wednesday, October 18 at Colonie Hill, Hauppauge, featuring four internationally respected authorities.

The program is being sponsored by the Veterans Administration Hospital (Northport), the Nassau-Suffolk TB and Respiratory Disease Association, the Suffolk Academy of Medicine, the Nassau Academy of Medicine, and the American Cancer Society,

Shadows shock Jets in final, 6-5, to recapture after-hours crown

Jackie Gleason's famous line, "How sweet it is!" probably best describes how the Shadows feel after knocking off the Jets for the Thursday invitation league title. And they did it convincingly.

After splitting the first two games (2-1 Shadows and 12-6 Jets), the two clubs hooked up in a tight ball game until the Shadows chased home six runs in the fifth inning to win 9-4. Bob Ogilvie, who homered for the Shadows, contributed two hits, as did Joe Nieves and Roger Carpenter, while Bob Germano and Mike Ottone also came through with clutch hits.

And in claiming that "sweet" final victory, the Shadows reclaimed the crown that had been lifted from them by the Jets only the year before.

Simulation dumped, too

It was a bad year for defending champs in the GAA after-hours softball leagues. First to feel the sting were the defending champs in the Tuesday loop, Simulation, as they were eliminated from the playoffs, 9-8, by the Woodpeckers.

The message was there. Simulation jumped off to a two-run lead in the first, but the Woodpeckers charged back with four. Then Simulation put five runs across, and the Woodpeckers checked in again with four more to make it 8-7. When Simulation tied it in the third, it seemed as though they were waiting for the other shoe to drop—and it did, in the fourth when Joe Vosefski led off with a triple (Charlie McLaughlin missed an attempt to shoestring it), and then scored on a tap to the pitcher.

Vosefski helped himself considerably by throwing three-hit ball over the last four frames—and that ain't easy. He got hitting support from George Cumberland and Bob Ogilvie, who had two hits apiece.

Earlier, Simulation won the second game of the semi-finals, 9-5, as Glen Spacht, Mike Gabriel, Ed Gabriel, and Duffy Gellegro collected three hits each. Cumberland had a homer in that tilt for the Woodpeckers.

'Cats in playoff warmup

Don Rickroath threw a nifty four-hitter aginst the Eggbeaters a couple of weeks ago and his team mates socked 18 hits to pace the Tomcats' 13-0 win in the Wednesday National loop. It was only the beginning: the 'Cats came back to whack the Eggs 16-6 in the second game that somebody had the sense to call because of darkness. The wins earned the Tomcats a spot in the Wednesday playoffs.

Hitting stars were plenty for the 'Cats, including: Frank Quarto, Ed Krol, Art Granata, Gordon Woodruff, Sal Capitano, John Mahoney, and Tony Asaro.

Jammers go one up

Harvey Fromer left Tom Ramberg standing at the plate, slightly embarrassed and definitely out, after he tossed a third strike past the final Jet batter to give the Jammers a 6-5 win in the first game of the Wednesday after-hours playoffs. (The Jammers had finished third in the National league, and the Jets finished second in the American division of the Wednesday competition.)

It had started on a pleasant enough note for the Jets: they scored one run in the first and third innings and the Jammers looked less than imposing going scoreless for the first three. Then, WHAM! Ray Manzo started it with a three-run homer, and Rob Ogilvie, Fromer, and Paul Barnett made it a total of six runs for the Jammers.

Burger, Wenchel low in tee league scoring

Although Sam Avati and Tom Schindler scored birdies during a recent session of the Bearcat golf league, Al Burger and Walt Wenchel took scoring honors at Bethpage with 39 and 41, respectively, for nine holes of play. Schindler and John Dalessio are leading the team competition with 173 points. Trailing are Dick Moulton and Warren Pottenberg, 166; and Carmine Lagnese and Avati, 150.

In the Avionics loop, leading scores for 14 holes at Bethpage included J. Mensky, 59; H. Ritucci, 67; Ed Macheski, 68; Walt Kranz, 75.

Bargain rates

More than 150 assorted canoes, square enders, cartoppers and other boats ranging from 13 to 23 feet in length are going on sale at Employee Services Offices at reduced prices. "The craft are factory seconds from Grumman Allied's Marathon plant," says Gus D'Errico, "and all are in new condition."

The sport canoe which usually sells for $449, not including transportation and sales tax, will go for $295, says D'Errico, and that includes transportation and tax. Other boats show reduced prices, too.

Start table team

Interest in ping pong didn't start with the U.S. table tennis team's visit to mainland last year but it certainly helped to increase activity in the sport. And Frank Malone of Plant 34C hopes to start a Grumman team this year, with the possibility of outside competition.

Malone hopes to get about 30 men and women who might be interested in practicing and competing one night a week. Interested? Call Frank on Ext. 9002.

Berka near top in pistol match

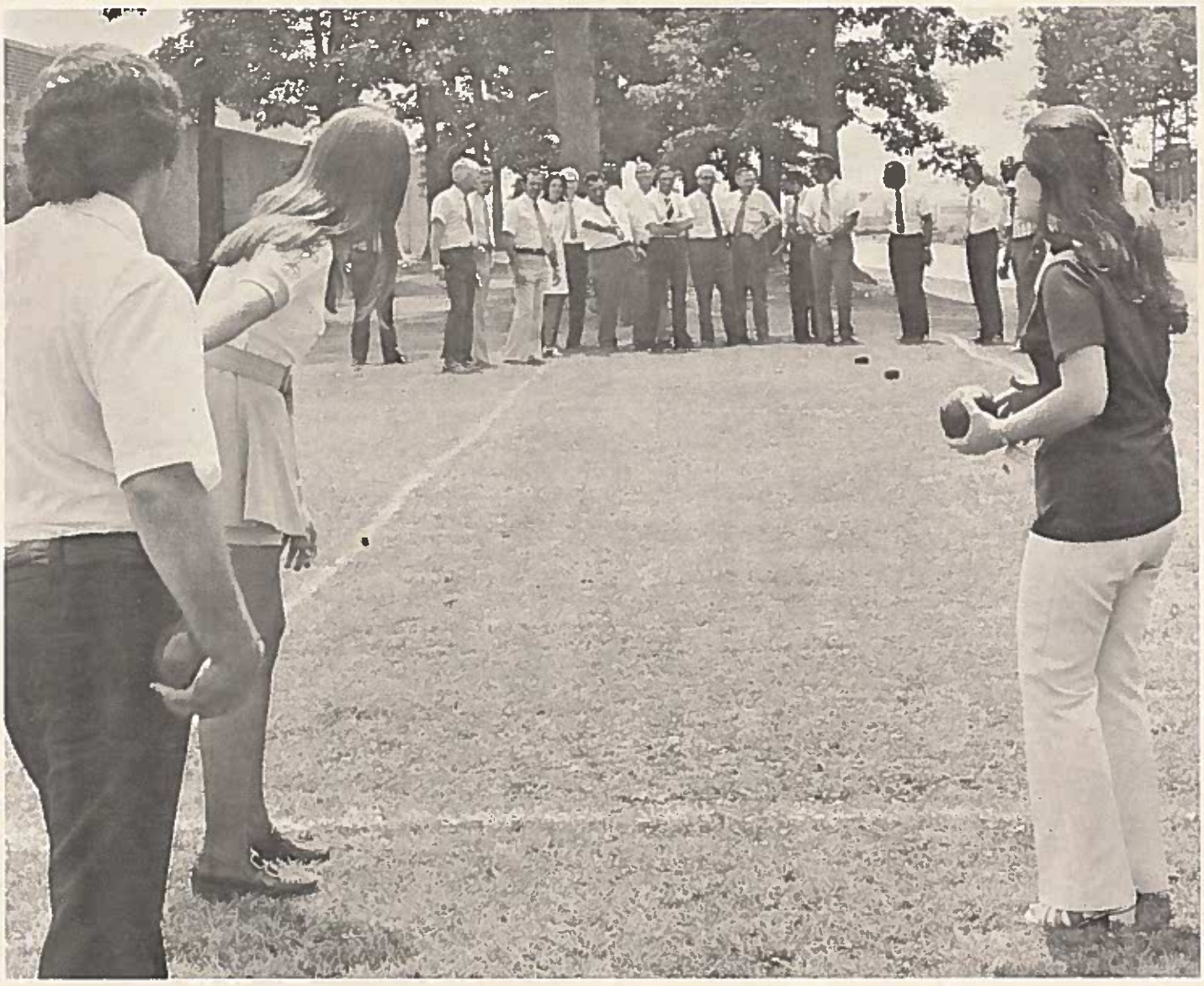
Although the top awards in the Grumman Rod & Gun Club's seventh annual pistol match were won by "outsiders," Al Berka of the Security Department did win three prizes in the Master Class: second in .22 caliber time fire; second in center-fire national match course; and second in center-fire rapid-fire. (Center-fire competition involves .38 and .45 caliber weapons.)

More than 60 shooters from the New York-New Jersey area participated in the shootout.

In other pistol results, winners in the .22 caliber summer league were: Hank Chau, Class A, 274.6 average; Charlie Nauss, Class B, 254.5; Joe Altermann, Class C, 241.1; James White, Class D, 229.5. In center-fire competition, the top men were: Greg Criscione, Class A, 264.6; Jim Barry, Class B, 216.

On the traveling circuit, Ron Trenker journeyed to Blue Trail, Conn., to shoot in the Saw Buck 2700 tourney and won second place in the marksman class with an 813 in .22 caliber fire and earned third for his 745 aggregate in centerfire.

Phil Boehm traveled to Yonkers and fired in the City of Yonkers Fall Indoor 900, taking the open award in rapid fire with 189-4x, and second in time fire with 188-2x, and also a first in sharpshooter class with an 804 aggregate.



Break time. Stop off at Plant 34C in Woodbury around lunchtime and you're likely to see a group such as this enjoying some friendly bocce competition. Five teams are involved in the league, with the Poets the first-half winners, and the Mistakes leading the second half. (Photo by Harry Prodromides)

Free

PRIVET HEDGES: Available after Oct. 1, Bethpage. 681-8466.

For Rent

ROOM: Newly furn., pvt. bath, nr. GAC. 796-8106.

RANCH: Three bdrm., unfurn., choice sec. of Miller Place, avail. Oct. 10. 473-3854.

ROOM: Farmingdale, furn. share bath, pvt. entr. MY 4-3467.

APT.: Sayville, 2 bdrm., all util., gar., workshop, util. rm., wash./dry., conven. loc., $225/mo., avail. Oct. 1. MO 5-3129, after 7 p.m.

HOUSE: Sayville, 5 rm, gar., furn., lrg. yd. 589-5000.

APT.: 4 lrg. rm., 2 bdrm., air cond., 1 & 2 yr. lease avail., gas & heat incl., walk. to shops. 543-5631, after 5 p.m.

HOUSE: Dix Hills, 2 bdrm., din. rm., bath, gar., 1 acre, $275/mo. plus security. 757-3430.

APT.: 2 blk. Plt. 30, 3 rm. bsmt., mature bus. couple pref. WE 8-5972, after 5 p.m.

ROOM: Bethpage, nr. Grumman, furn., semi pvt. bath, gentleman preferred. 822-3819.

ROOM: Hicksville, furn., private, three min. from Grumman. WE 5-2466.

APT.: Seaford, unfurn., 2 rm. & bath, pvt. entr., woman only. PE 5-2099.

HOUSE: North Wantagh, unfurn., Levitt ranch, 3 bdrm., full din. rm., eat-in kit., liv. rm./firepl., all appli., 2 car gar., work area & patio, quiet tree lined aea, walk. dist. of A&P, high sch., & elem. SU 1-0495.

STUDIO RM.: Bethpage, furn., lrg., pvt. bath, pvt. ent., off-street park., avail. 10/7, mature bus, male. 935-0192.

ROOM: Hicksville, furn., pvt., nr. Grumman. WE 5-2466.

ROOM: Lrg. w/cross vent., pvt. home, gent. pref. WE 5-2466.

Car Pool

FOREST HILLS, REGO PK.: To Plant 2, 7 a.m. to 3:30 p.m. 212 544-5553.

BKLYN.: Belt Pkwy. to Plt. 30, 8:30-5 p.m. CL 6-0413.

Wanted

TOY SOLDIERS: Metal or plaster soldiers of any era, any condition. 724-5460.

CAMP TRLR.: '69-'72, for family of five. HR 3-4477.

ENGINES: Model airplane, ignition type, used or new, for antique eng. collection. MA 6-2825.

STAMP COLLECTION: U.S. or world wide. 586-3521, after 6 p.m.

SNOW TIRES: Pair, 8.25x15 or G78x15. 212 386-8480.

ENG. RACERS: 2, 26 in. lady's, 3-spd.; 1 man's 26 in., 3-spd. WE 5-8773.

MOD. TRAINS: Amer. Flyer or Lionel. PY 1-8889.

TRANSCEIVER: CB mobile, 23 channel, xtal ctrl. xmit & rec'v., sol. state in oper. cond. WA 1-1287.

APARTMENT: Two bdrm. for 2 engineers, Nassau Co., immed. occup. 292-1234.

HOUSE: Vicinity Waldorf Sch. (Adelphi Univ.) principals only, under $50,000. 333-5223.

Ride Wanted

GLEN OAKS: To Plt. 5. 212 343-3288.

PLT. 17: To W. Babylon, nr. A&S, 4 p.m. Pat Luper, Ext. 1738.

For Sale

MISC.: Air cond., 12,500 BTU, 2 yr., wal., $120; washer & spin dry., Toshiba, fully auto., apt. sz., wal., $115. 212 934-0934.

VW: '71 Camper with pop-top, R/H, sleeps 4, 14,000 mi. $3,250. PY 9-4423.

TRAILER: 23 ft., deluxe wheel camper w. tandem wheels, screened rm. & extras, never used, $4,000. 757-0608.

AUTO RIMS: Renault, 3 hole. J. A. Snyder, Ext. 7371.

BICYCLE: Girl's Rollfast, 26 in., balloon tires, $30. WE 5-0885, after 6 p.m.

HOUSE: Shirley, 3 bdrm., 1½ bath, 2 car gar., bsmt., gl. Q scrn. encl. porch, firepl., w-w, 50x230, 3 appli., $21,500. 281-4046.

TIRES: 5, 6.75x15, used, $50. 757-0438.

For Sale

HOUSE: Plainview, 3 bdrm. split, playrm., fin. lndry w/wash. & dry., 2 air cond., chain link fence, gar., $38,000. 433-1767, after 6 p.m.

HOUSE: Westbury Hills, 3 bdrm. brick split, 2½ bath, 2 car gar., semi fin. bsmt., ¼ acre, lrg. liv. rm., din. rm., fam. rm., patio w/slid. dr., 3 air cond., o.h.w., $23,300 take o'mtge. @ 6%, $39,900. 333-5223.

HOUSE: Huntington, 3 bdrm. all brick cust. cape, scrn. in porch, 1/3 acre, lndscpd., low tax, conven. to RR & shop, $34,900. 261-0478, after 5 p.m.

PROPERTY: Clinton County, N.Y., 29.44 acres, N.Y. Rte, 189, wood., hrd. surf. rd. front., ½ mi. S. Churubosco town, approx. 45 mi. NW. of Plattsburg, $4,000. 732-5954, after 6 p.m.

PROPERTY: Rio Rancho Estates, Albuquerque, N. Mex., ½ acre parcels, unit 13 & 22. 589-4856.

STA. WAG.: '67 Datsun, 4 cyl., 4-spd. stick, synchromesh, R&H, defrost., bks. relined, 25 mpg, 39,500 mi., ask. $595. 473-7703.

TRUCK BUMPER: Cust. dia. plate w/trlr. hitch & eye hook hitch, $35. 732-4767.

at your SERVICE

This is a free service to Grumman personnel for non-commercial advertisements, accepted on a first-come, first-served basis. Classified advertisements are carried in PLANE NEWS only on the basis that everyone replying to such advertising will receive fair and equal consideration regardless of their race, creed, color, or national origin.

Type or print ad on form available at Employees Service and Engineering counters, and send via interplant mail to PLANE NEWS, Plant 5, Bethpage. List home phone (with area code if outside Nassau or Suffolk). Limit: one ad per person per issue. No item under $10, no firearms or ammunition.

MISC.: '57 Chevy V-8 bare eng. block w/hds. & pop-up pistons, $15; '56 Chevy 3-spd. std w/Ansen fl. shift, $15; late mod. Chevy V-8 bell housing & fly whl., $10; '64 Chevy 283 hds., $10. Tom Mutschler, Ext. 86786.

TIRE RIMS: 2, 14 in., fit Comets, Fairlanes & other Ford prod. PI 1-5158.

DUNE BUGGY: Pearl wh. in & out, Firestone Indy tires. $800. 694-3198, (or trade for small car of equal value.)

HOUSE: Yaphank, custom, 3 bdrm ranch, panel. den, full bsmt., $28,500. 924-3057.

HOUSE: Strathmore E., sch. dist. 11, 3 bdrm. ranch, 16x20 cath. ceil., fam. rm. w/firepl., liv. rm., din. rm., eat-in kit., gar., 2 bath, w/w, s/s, appli., sodded, brick patio, 1/3 acre. $32,500. 698-4010.

HOUSE: Brentwood, Loretta Park, hi ranch, 8 rm., 4 bdrm., 1½ bath, pan. 11x17 playrm., sundeck, 2 car gar., w-w, s/s, 2-zone hwh, patio, comp. fenced. asking $33,000. 273-8380.

HOUSE: Bethpage, 9 yrs., colonial, 9 rm., 2½ bath, full bsmt. $55,000. 433-0790.

HOUSE: Islip Vil., 3 bdrm. ranch, treed ½ acre, Bayberry Pt. area S. of Montauk Hwy., mod. kit., appli., lrg. liv., rm., din. area, den with firepl., lrg. playrm. w/pan. cath. ceil, deck, 2 bath, lndscpd., ex. sch., $45,000. 581-0333.

HOUSE: Mineola, 2 bdrm. Cape, expan. attic, walk to shop. & RR., $31,500. 757-8301.

HOUSE: Dix Hills, sch. dist. 5, custom, all alum. sid., 6 lrg., rm., 2 bath, eat-in kit., fin. bsmt., wet bar, all appli., w/w, xtras, ask. $46,000. 751-0279.

PUPPIES: Boston terrier, AKC, champ sired, home bred, fem. PE 1-4815.

PUPPIES: Beagle, AKC reg., field champ line. 475-7565, after 7:30 p.m.

KITTEN: Fem., grey, 3 mo., shots, best offer. 212 GR 4-8263.

OPERA TKTS.: 2, N.Y.C. prod. of The Makropoulos Affair, Lincoln Ctr., 10/21, $17.90/pr. 581-8635.

TYPEWRITER: Olympia, $75. Gerry Weckerle, Ext. 1911.

WED. GOWN: Sz. 7, $75. 581-3084.

WIGS: 2, wig box, hd. form, $15. 289-1661.

FISH TANK: 55 gal., w/access., fish incl., can be seen in Plt. 3 lobby, $75. Fran Alger, Ext. 84433.

LEVEL. JACKS: Set of 4, Reese, for travel trlr. 588-5583.

CHORD ORGAN: Magnus elec., bench, 22 keys, $35. 799-4905.

ORGAN AMPS: Farfisa combo, comp. deluxe, port. ampeg B-15 amp & spkrs., $600. 922-4347.

For Sale

STEREO SYS.: Phillips receiver, ext. spkr., Gerrard lab-80 turntbl., Empire 880 cart., JUC cassette record., Phillips reel-reel record., $200, will sell sep. 747-7152, after 6 p.m.

AMA. RADIO STA.: Heath kit HW-16, 50-90 w. transceiver, spkr., cryst., ant., $100. 751-1256.

CAMERA EQUIP.: Yashica 124-G TLR, new, w/warr., $80; 150 mm f2.8 SMC Takumar 6x7 for Pentax 6x7, new, $200. 212 923-8509, evgs.

LAWNMOWER: 20 in. Atas self-prop. rotary, 3½ hp Briggs & Stratton, $40. 581-1291.

SURF BD.: 10 ft. 6 in. Hannon, $50. LT 9-2582.

GOLF CLUBS: 1, 3, 4, & 5 woods, new, J. Nicklaus Heritage mod., best offer. WE 8-5138.

WIND. FAN: Robbins & Myer. 2-spd., rev., fits wind. 33 in. to 39 in. wide. 914-235-9894.

GAS TANK: 20 lb. cap. propane, horiz. cyl., 9 in. dia., 10 in. hi. w/legs, 28 in. lg., ask. $28. 589-5235.

DOORS: 2 alum storms & scrns., 6 ft. 6 in. x 2 ft. 7 3/8 in., $15/ea. JU 1-4814.

BOAT: 25 ft. Chris Craft Cavalier, slps. 2+, galley, lrg. cockpit, full cush., new Navy tp., sea cocks on all hull inlets, reg. & storm anchors, less than 200 hr. on 185 hp V-8, Chris Craft eng. w/xtra gas filt., compass, elec. bilge pump & windshld wiper, cust. wint. cov. & supp. frame, recond. & paint. ann., $2,000. MA 3-1109.

POOL: Oceanic, 20x4 ft., liner, Lomart pump, filt., vac., vinyl cov. & bubble, ladder, skimmer, 2 seasons, $300. PE 5-0013.

CARR.: Bilt-rite, $25. 732-4767.

SUEDE COAT: Burgundy, sz. 14, blk. lin., hvy. dbl. wh. stitch., used twice, sporty, $50. WE 5-0234.

KITCH. SET: Tubular steel const., formica tp., xtra leaf, 4-bbl. shaped Naugahyde chrs., ask. $50. 751-0279.

ANTIQUES: & near antiques; new Bell & Howell super 8mm camera & proj., 35 mm slide proj.; silver plated tea serv., misc. sma. items. RO 4-7499, wkends.

STEREO TAPE DECK: Teac 1200 w/remote ctl., 7 in. reel to reel, $150. WE 1-8779.

CRIB: Edison wal., drk. brown fin., w/o matt., 5 yr., $25. 265-0161.

MISC.: Bohn manual calculator (+,-,x,div.), $50; Curta calculator, $50; Airquip slide proj., $20; Corvette tonneau cov., never used, $10; G.E. B&W port. TV, nds. work, $10. 747-7152, after 6 p.m.

MISC.: G.E. dishwash.; child's Lullaby matt., 32-60; port. case, fits Sears Kenmore sew. mach., new; new trlr. hitch; Rem. Rand elec. razor, Speedak, new; Dreyco volt. reg., fits '61 Chev. & others, new. 234-3203.

HOUSE: Bay Shore, nr. S. Country sch., 3 bdrm. split ranch, 1½ bath, lrg. fam. rm., att. gar., jal. porch, w-w, ctl. vac., freezer chest, lawn pump, vinyl trim, lndscpd. & fenc., 1/3 acre, 2 appli. MO 1-3857.

TRIUMPH: '70 Spitfire, low mi., ask. $1,195. ED 4-4129.

MUSTANG: '65, V-8, auto., $475. HA 1-0791, after 5 p.m.

VW: '70 tan bug, new tires, $1,380. 728-0659, evgs.

PLYMOUTH: '68 Sport Fury, 383, 2-bbl., R&H, pwr. steer. & bks., rear defog., 5 gl. belt. wide oval tires, 2 mtd. snows, 3-spd. auto. on cons., wh. bkt. seats, blk. vinyl roof, blue ext., new bks. & shocks, ask. $1,400. WE 8-1894.

BUICK: '65 Riviera Gran Sport, beige w/blk. int., full pwr., air cond., 6 way pwr. seat, pwr. wind., $1,100. 226-4113, after 6 p.m.

CADILLAC: '55, rdy for restor. as classic, run. cond., best offer. 626-0843.

VW: '70 bus, 24,000 mi., $1,975. 884-9471, evgs.

For Sale

ALPINE: '67 sports car, red w/blk. int., 29,000 mi., tonn. cov., hdtp., xtra tires, ask. $900. 751-3275.

CAMP. TRLR.: '69 Coleman, soft-tp., slps. 4, $450. OR 6-7256.

TRAVEL TRLR.: '64 Cree, 17 ft. comp. self cont., hot & cold water, gas stove, oven, gas refrig., & heat, hd., shower, xtra cab., slps. 6, oak panel., 110v 12v, gas lite, $1,800. 826-5468.

TRLR.: Comb. motorcycle & util., steel & stain. wood, follows well, box sz. approx. 6x6 ft., $175. 212 631-0404, after 6 p.m.

CHASSIS: '66 VW, $15. 226-5467.

BIKE: 20 in. blue 5-spd. sport, hand bks., sissy bar, chrome fend., w/w, $30. 334-8547.

RAFT: Inflat. Morsans rubber. canv., 2 man, oars, pump, unused repair kit, $30. WE 5-1456, after 5 p.m.

PORT. GENERATOR: Kohler, 1,500 watts, 13 amp, 60 cycle, ask. $150. JU 7-1861.

PWR. TOOL: Miller Falls bench/port. saw, jig/sabre saw, elec drill, disc sand., work bench & access., $60. R. Trenkner, Ext. 7134.

AIRCRAFT SHARE: '63 Skylane, 1/5 ownership, based MacArthur, 400 hrs. since maj., MK 12, VOA4, COM 11, NAV 11, MKR BN, A750 transponder, $2,300. LT 9-327.

VW: '61, $275. 746-1317.

STA. WAG.: '69 Opel, low miles. 293-5721.

CHEVROLET: '64, 6 cyl., $250; '66 VW, $600.; 2 burner camp stove, $10.; 5 hp outboard motor. $75. 751-0364.

CHEVY: '66 Malibu coupe, damaged, 283 cu. in., auto., new bks., 38,000 mi., $200. Ext. 9822, after 4 p.m.

CAMP TRLR.: '67 Apache, sleeps 4, 10x13 add-on room, $495. MO 5-1741.

MGB GT: '69, 22,000 mi., AM/FM, Abarth exhaust, stud. snows, 4 new shocks, recent tune-up, wire wheels, must sell, $1,695. 883-4867.

OPEL: '69 GR port coupe, 1.9 litre eng., 11,000 mi. 277-1988.

PONTIAC: '64 GTO, 389 cu. in., 3 sp. stick, grey/blk. leather seats, recent tune-up, $525. 423-8716.

CADILLAC: '62 Fleetwood convert., full pwr. $425. 281-8063.

MUSTANG: '65 hrdtp. 289, 4 barrel, auto., R&H, dual exhaust, $670. 421-1256.

CORTINA: '68, 29,000 mi., R&H., w/w, auto. trans., $500. 735-1696.

DODGE: '67 Coronet, 8 cyl., $300. 888-7822.

VW: '62 Bug, rebuilt eng. & new clutch, 50,000 mi., new tires, fr. eng., batt., muffler, R&H, $275. AN 5-2620.

JEEPSTER: '68, 4 wheel dr., new bks., 9 tires, lock. hubs, 6 cyl., R&H, $1,995. 888-0292.

PLYMOUTH: '67, 2-dr. rdtp., pwr. steer, new bks. air cond., snows & rims, 53,000 mi., $1,200. 269-9284, after 6 p.m. weekdays.

DODGE: '69 Coronet R/T, 440 mag., pwr. steer & bks., crane cam, lifters, & springs, built up trans., 4:10 posi rear, mags. 732-3826, after 6 p.m.

CHEVELLE: '71 SS454, headers, elec. fuel pump, accel. ign., Cragar mags, new custom paint, blue & wh., turbo stick, $2,750. 888-8794.

CHEVROLET: '70 Impala, 4 dr. sedan, pwr. steer & bks., air cond., 26,000 mi., new tires & bks., snows, $2,500. 261-8653.

OLDSMOBILE: '62 Cutlass, 4 dr., pwr. steer, auto., R&H, 8 cyl., new bks., start., gen., tune-up., $125. 587-3877.

MOTORCYCLE: Bultaco, 200cc., 5 sp., pointless elec. ign., knobby tires, Akront rims, 7½ mo., nev. raced., $625. 249-7281.

HONDA: '70, ½ Mini Trail, model Z250, insp., licensed, low mileage, 764-0965, evgs.

TRACTION BARS: E. T. Brute, w/new J bolts for '71-'72 Camaro, Chevy II, & Fire Bird, $45. JU 5-8992.

VW TIRES: One pr., 5.60x15, 12,000 mi., $25/pr. CH 9-8673.

VW WHEELS: Two, 4 hole, fits up to '71, $15. 732-1418.

PLYMOUTH: '69 Fury III, 383 cu. in., 4-bbl., 4 dr., new tires, fac. air & steer, $1,550. 475-1242.

NOVA: '62 convert., rebuilt motor, 4 new tires, new muffler, radio, $250.; 21 in. blk. & wh. TV console, swivel base, $50. 863-3296.

VW: '62, rebuilt '67 eng., AM/FM radio, tires & snows, ask. $500. WE 1-8927, after 5 p.m.

MISC.: '67 Yamaha, 80cc, $150.; brass and irons, $20.; 19 in. rotary lawnmower, $20.; 20 in. boy's bicycle, $15. CH 9-4884.

For Sale

BOAT: '68 Penn Yan Avenger (fbgls.), 23 ft., 9½ ft. beam, in-board V-8 225 OMC, stern dr., flybridge, radio phone, depth find., outrigs, galley, dinette, sleeps 4, xtras, ask. $6,000. 667-1556.

CAMERA: Argus, C3, 35mm, f3.5 lens, case, flash attach., $30. WE 5-3179, after 5 p.m.

POOL: 15ft.x4ft., hvy. gauge line, filter, vac, cover, alm. ldr., skimmer, net, $100. RO 6-1572.

MISC.: Photography encyclopedia, 20 vol., new, ask. $35.; Millen grid dip meter & antenna bridge, $45. 265-3089.

FIAT: '70 hdtp. sport racer, model 850, 24,000 mi., burnt orange, ask. $1,200.; three 700x14 tires, mounted Ford four hole Mustang rims, $15, ea. 884-6017, 6:30-10 p.m.

MUSTANG: '67 convert., green, $850. MO 9-9430, after 5 p.m.

CHEVELLE: '70 SS 396, front pwr. disc bks., posi rear, AM/FM, gray w/blk. int. $2,400 or best offer. 893-1258.

HOUSE: Brentwood, 4 bdrm., high ranch, 1½ bath, 2 car gar., swim. pool, cov. patio, fence, ¼ mi. to parkway, $34,900. 277-9815.

SPORTSCRAFT: '70, 19 ft. fbgls., 85 hp. Evinrude outboard, elec. start, sleeps 2, marine head, xtras, in water, ask. $3,300. AN 1-5408.

BICYCLE: Boy's, Sting Ray, 5 spd. shift, gold & wh., sissy bar, hd bks., banana seat, w/w, $35. 483-4879, after 6 p.m.

STA. WAG.: '65 Ford Country Sq., 10 pass., pwr. steer & bks., auto., $525. 472-2625, evgs.

PLYMOUTH: '65 Fury III, wh., 2 dr. hdtp., 383 cu. in., ask. $500. TU 8-0165, between 6 & 7 p.m.

PHONO.: Sears Silvertone stereo, AM/FM console, mahog. fin. cabinet, $150. WA 1-5178.

HOUSE: Roslyn, 4 bdrm. colonial, fam./din. rm./plank floor & firepl., air cond., liv. rm. w/bay wndw., 2 bath, xtras, park-like sett., low 50's. 621-2267.

WHEELS: Two, for 7.75x14 tires, will fit Tempest, LeMans & Chevelle, both $10. C. Stahley, Ext. 84797.

CAMPER: '70 Starcraft, Starflite 6, fully equip., $1,200. OR 1-3417.

TRLR.: Tag-a-long 16 ft., sleeps 6, hot water, heater, spare tire, cover, 2 gas bottles & cover, xtras. 796-9187.

LIV. RM. SET: Two piece sect. & 1 chair, mod., best offer. 328-3958.

HOUSE: N. Merrick, 4 bdrm., 2 bath, bsmt., att. gar., w-w, chain link fence, new store & refrig., 2 bdrm. sets. 587-1652.

HOUSE: Medford, 3 bdrm., split, liv. rm., din. rm., fam. rm., 85x105, w-w, refrig., wash/dry. comb., o.h.w., ask. $26,500. 289-4781.

BDRM. SET: Colonial, king size hdbd., dress., mirror & 6 draw. chest, $190. 822-1088.

FORD: '63 Country Sedan, V8, std. trans., pwr. steer, 86,000 mi., $200. HA 1-0652.

OLDSMOBILE: '67 Delmonte, hdtp., pwr. steer & bks., ask. $850. GR 5-4135.

ENCYCLOPEDIA: "Book of Knowledge," new, '71 deluxe ed., $120. Jules Helfner, Ext. 2127.

SAILBOARD: Glastron, 15 ft. Alpha, red & wh. hull w/98 sq. ft. dacron sail, Class 307, all fittings & 100% flotation. Al Perlumutter, Ext. 1571.

JACKET: For tailored pants, fully lined, real leather, size 5, burnt orange, with belt, $40. 921-8194.

HOUSE: Colonial, 3 bdrm., 1½ bath, 2½ car gar./ indep. heat, $35,000. AR 1-1273.

ARCHITECT'S FILE: Eleven drawer, steel, $40. 694-3198.

PING PONG TABLE: Reg. size, ¾ in. ply, collaps., rollaway, access. inc., $40. 692-6812.

OBITUARIES

Plane News has received word that death has come to the Grumman personnel listed below. We extend sincere sympathy to relatives and friends.

CHARLES F. MOLINE JR. of Customer Orders & Receiving, Plant 30, died September 12 at the age of 49. He lived at 220 Foster Ave., Sayville, and had been with Grumman 17 years.

WINFRED W. MAINS of Hydraulics, Plant 14, died September 18 at the age of 63. He had been with Grumman 22 years and lived at 2570 Milburn Ave., Baldwin.

For Sale

SKIS: Head std., 180 cm, Cupko bind. & size 6 lady's lace boots, $70. 724-2465, after 6 p.m.

HOUSE: Blue Point, Calif. style ranch, 3 bdrm., liv. rm., eat-in-kit., din. rm., half bsmt., s/s, new w-w, refrig., $25,490. 567-1193.

MISC.: TV, 19 in. Sears port., $30.; ch. mast, FM antenna, stereo, model 4408-G, used, $15.; Webcor hi-fi, 4 sp., 5 tube, 3 spkr., $15; 20 in. boy's bike, needs tire, $15. 543-2423.

PLYMOUTH: '71 Scamp, hdtp., blue vinyl roof & int., auto., pwr. steer, new tires, $2,100. 799-6283.

MERCEDES: '59, 220s, convert., spare top, partially restored, $900. 431-9635, evgs.

PINTO: '71, auto. trans., R&H, $1,600. or $500 & take over payments. 639-6534.

CHEVROLET: '64 Impala, 4 dr. sedan, V-8, auto., pwr. steer & bks., $125. 822-1634.

TRAVEL TRLR.: '68 Avalon, sleeps 6, xtras, $1,250., after 6 p.m. 266-3120.

HOME FURNISH.: Birch dress., mirror, twin bd., $100; twin solid maple 4 poster, $75.; daybed, $40; cherry record cabinet, $15; antique rnd. oak pedestal table, 3 leaves, $150; China closet, $50; 4 chrs., $10 ea. 692-4277.

SOFA: Mod., gold/2 floral print chairs, $150. 798-5126, evgs.

CLARINET: Student, $50, MO 7-9815.

LAWNMOWER: Macy's reel, bag, 2½ hp, $18. 732-6604.

FORD: '70 Maverick, 6 cyl., auto., 30,000 mi., ask. $1,375; clarinet, $40. JU 7-5123.

MERCURY: '65, 2 dr. hdtp., pwr. steer & bks., 2 mount. snows, $495. 221-8605.

TIRES: Five, tubeless, 650x13, 4,000 mi./rims, $12 ea.; battery, 12v, 1 yr., $10; Corvair radio transistor, 2v, $10. 543-0104.

TIRES: Goodyr., tubeless, w/w with rims, G78-14, (replaces 8.25x14), $20. 757-3420.

SKIS: Hart, metal, Dovre cable bind., 6 ft. 1 in., $25. WE 8-5155.

LENS: 150mm, f2.8 SMC 6x7, Takumar for Pentax 6x7, new, $200. 212-923-8509.

MINI BIKE: Rupp Scrambler, new 4 hp Tecumski eng., comp. overhauled, new drive shaft, bks., $150. 286-0738, evgs.

WAGON: '64 Chevy, 4-dr., new trans., bks., & rear end, $250. 598-2049.

CHEVY: '72 Nova, air cond., pwr. bks., snows, vinyl tp., 8 cyl., ask. $2,600. SU 5-4905.

TIRES: 2 Firestone Town & Country, 695x14, tubeless snows w/ice grips, mtd. on Ford/Merc rims, 1,000 mi., $30 all. HA 7-4986, after 6 p.m.

TENT TRLR.: '68 Westerner, slps. 5, dinette, stor., canopy, spare tire, $500. JU 7-7119.

MINI BIKE: El Tigre, new 4 hp Tecumseh, new bk. whl., chain & clutch, chrome frame w/front & bk. shocks, cut off switch, $130; 5-spd. chopper bicycle, $30. WA 1-1389.

HOUSE: Farmingdale, lrg. 3 bdrm. split, 2½ bath, panel. den, lrg. kit. & din. rm., fully air cond. 694-3742.

MINI TRAIL: 5 hp, 3-spd., lgts., horn, xtras, ask. $130. IV 1-3405.

AUTO PARTS: Jaguar XKE dual fan assem., $50; misc. '32 Ford parts; set of Dodge wire whls.; set of '70 Riviera wire whls. disc.; set of '70 Pontiac Gran Prix whl. discs. 473-3482, after 6 p.m.

BIKE: 20 in. blue 5-spd. psort, hand bks., sissy bar, chrome fend., w/w, $30. 334-8547.

MISC.: Kitchen cabinets, stainless steel wall oven, counter top range. 541-7862.

WASH. MACH.: Hot Point "16", fully auto., 5 yr., $60. 433-6733.

CRIB: Colonial styled, maple, canopy frame & cover, $35. 735-0035.

SEWING MACH.: Used twice, $25. 489-6258.

MOTORCYCLE: '69 Triumph, 650, 6 in. springer ext., Z bars, hrd. tail, $1,100. MY 4-4126.

SUZUKI: '72 GT550, ram air cool., 4 lead. shoe front bk., 3 cyl., less than 2,500 mi., 2 helmets, $850. 212 358-0027, evgs.

HONDA: '70 Mini Trail, mod. Z250, inspect,, lic., low mi. 764-0965, evgs.

TRAVEL TRLR.: '72 Holiday Vac., 20 ft., tandem axle, fully self cont., thermo. heat., sep. shower, slps. 6, TV ant., wall pack, 15 ft. awn., used 4 times, xtras, $3,900. 868-6471.

TRLR.: '70 Apache Mesa III, sol. state, fully equip. 325-1983.

TRLR.: '71 Apache Mesa, slps. 6, elec. bks., xtras, $1,349. MY 4-5814.

CAMP.: '67 Cox, add-a-rm., xtras, $450. MO 7-2960.

For Sale

TRAVEL TRLR.: '71 Shasta, slps. 4, stove & oven, gas/elec. refrig., elec. bks., $1,350. 921-3154, after 6 p.m.

CAMP. TRLR.: '70 Apache sol. state Mesa III, ice-box, 3 burner stove, propane tank, 12 gal. water tank, sink, slps. 6, ask. $1,050. 732-4210.

CAMP. TRLR.: '70 Apache, slps. 6, stove, propane tank, dinette, awn., chuck box, spare tire, etc., $950. 273-3644.

RACK: Full, for pickup truck, $50. MO 1-3952, after 5 p.m.

WHLS.: VW, 4 hole, up to & incl. '71, $15/pr. 732-1418, after 5 p.m.

SNOWS: 2, 825x14 on GM rims, $20. 587-7646, after 5 p.m.

MONTE CARLO: '72, midget. bronze, air, turbo hyd. trans., 400 c.i., 240 hp, AM/FM, tape, xtras, $4,500. 484-5057, after 6 p.m.

HOUSE: Holbrook, 4 yr., 4 bdrm, hi-ranch, din. rm., 1½ bath, cust. beam. span. kit. w/dishwash., fenc., lrg. patio, lndscpd., poss. mother/daugh., den, carpet., $33,500. 981-1889, after 5:30 p.m.

HOUSE: Plainview, 5 yr. 4 bdrm. col., 2½ bath, ctr. hall, den, fin. bsmt., all appli., air cond., w-w, 70x170, prof, lndscpd., fenc., in-grnd. pool, cabana, gar., $54,000, 6% mtge. for takeover.

HOUSE: Setauket, 3 bdrm. ranch, 2 bath, din. rm., eat-in-kit., lndry., den. w/firepl., full bsmt., s-s, 2 car gar., fenc. over 1/3 acre, trees & shrubs, $43,500. 751-5137.

PROPERTY: West Islip, Magoun Land., waterfront, 115 ft. on wide bulkhead. canal, view of Great So. Bay, $29,000. PY 9-6868.

HOUSE: Northport, 7 rm. ranch-split, fresh. paint in & out, will rent w/Oct. 1 occup., $300/mo. or $33,000. AN 1-2175.

HOUSE: E. Northport, brick & cedar 3 bdrm. ranch, 1½ bath, din. rm., eat-in-kit., lrg. fam. rm., xtras, Elwod sch. dist. 1. 864-1445.

PROPERTY: Scottsdale, Ariz., 10 acres, will divide, min. 1¼ acres, resid. area nr. Scottsdale Country Club; 2 lots Pt. St. Lucie, Fla., 80x100, resid. area, c. club, golf, pool & shop. fac. 822-3214, after 5 p.m.

HOUSEKEEP. COTTAGES: Loon Lake, Adirondack Mts., pvt. bch., boats, horseshoe court, badminton, etc. 518 494-3469.

PROPERTY: Pt. Malibar, Fla., 2 adjoin. lots, 80x125/ ea., lrg. develop. area, golf club, other recreat. 796-56531.

FURN.: Heywood Wakefield blond birch chest, dress., mirror & nite std., $100; twin box spgs. & hdbds., $10; gl. tp. kid. dress. tbl. w/skirt, $10; misc. boy's clothing, sz. 14; Chevy shop manual; Sprite/ midget parts. PY 8-4258.

HUTCH: Early Amer., drk. antique pine, Bennington of Vt., 6 ft. x 5 ft. 5 in., 2 yr., ask. $450. 212 740-9876.

MISC.: 9 ft. contemp. style sofa, blue, $35; RCA color TV, nds. pict. tube, 21 in., $25. 585-3554.

MISC.: 7 pc. wal. jr. din. rm. set, $165; Persian lamb coat, full lngth., $150; off wh. wed. dress, lg. train, sz, 12, $50; compressor, $20; port. steel clothes rack, 4 ft. wide. 798-8232.

MISC.: G.E. dishwash.; 32x60 Lullaby matt.; port. case fits all Sears Kenmore sew. mach, new; new trlr. hitch; new Remington Rand elec. razor Speedak; new Dreyco volt. reg., fits '61 Chevy & others. 234-3203.

GAS STOVE: Wh., 4 burner, oven, $50. 277-9622.

ELEC. RANGE: Oven, 2 new plates, $40. 367-4118, evgs.

TV: 23 in. B&W Admiral console, $75. MA 6-2825.

REFRIG.: 14 cu. ft. Westinghouse, $50. 666-4524.

MISC.: Deluxe baby carr., $50; full sz. crib & matt., $15; playpen, $60/all. 864-3092.

DODGE: '71 Colt, std., R&H, 4,500 orig. mi., ask. $1,650. 584-5914.

PLYMOUTH: '68 Fury 3, 4-dr. hdtp., V-8, vinyl tp., pwr. steer., air cond., $975. 212 331-6104, evgs.

CADILLAC: '67 Eldorado, full pwr., AM/FM stereo, vinyl tp., low mi., $2,475. 691-0510.

CHEVROLET: '70 Impala, 4-dr. sed., pwr. steer. & bks., 26,000 mi., new tires & bks., snows, remain. of 50,000 mi. 5 yr. warr. avail. 261-8653.

FORD: '67 Galaxie 500, air cond., pwr. steer., 2-dr., 6 ply tires, new trans. & bks., $875 or best offer. 664-4425.

NOVA: '67, pwr. steer., new 4 yr. batt., & rad.-heat. hoses, 6 tires, 2 snows, 18-22 mpg, 42,000 mi., new eng. w/25,000 mi., $1,300. 935-6378, after 3 p.m.

MAZDA: '71 R100, Wankel eng., 2-dr., 4-spd., full instrument, xtras, 12,000 mi., $2,300. David Rothschild, Ext. 1670.

For Sale

VW: '66 Squareback, $925. 744-2899.

PONTIAC: '70 conv., pwr. steer. & disc bks., AM/FM, rear spkr., fully auto., w/w, bkts., cons., orig. owner, 13,000 mi. RO 6-1572.

COMET: '61, rebit. eng., new bks., $150. 226-7238.

FORD: '67 LTD, 4-dr., hdtp., 390, aut., pwr. steer. & bks., vinyl tp., $995. 265-8166.

CHEVY: '64 Impala hdtp., R&H, pwr. steer., new tires, $200. 212 BA 9-0445, after 6 p.m.

CHEVROLET: '69 Impala, air, pwr. steer. & bks., vinyl roof & int., xtras, $1,650. 549-5535.

CAPRI: '71, 2,000 cc eng., auto., reclin. seats, radio, snows, $2,000. 666-5730.

CORTINA: '68, 2-dr. sed., R&H, w/w, auto., 28,500 mi., $450. 735-1696.

OLDSMOBILE: '66 Jet Star 88, 425 c.i., air, radio, pwr. bks., auto., nds. some work, $175. PY 8-6338.

PICKUP: '53 Dodge, 6 cyl., ask. $175. HR 2-1954, after 6 p.m.

ORGAN: Hammond console, Model A143, Cherrywood, 2 manuals, 25 pedals/Leslie speaker, Model L351. 751-1639, after 6 p.m.

SNOW BLOW.: Port., Sears, elec., 100 ft. cord, new, $75. WE 5-0885.

HAM EQUIP.: Heath HW 16 novice CW transceiver/ crystals, speakers & antenna, $100. 751-1256.

STEREO EQUIP.: Dyna 160 stereo amp. & pre amp., $120. 751-1256.

REFRIG. FREEZER: Norge, 15 cu. ft., $75. MY 4-5543.

TABLE SAW: Eight in. tilting arbor, ½ hp motor, 2 side exten., stand, access., $80. PE 1-3759.

TYPEWRITER: Port./carry. case, $20. GE 3-7706.

TYPEWRITER: Port., Underwood 18/carry. case, $25. GE 3-2545.

CAB. BOAT: '70, 17 ft. cust., '70, 50 hp Mercury outbd., '70 Tee Nee #1400 trlr., xtras, $1,800. CH 9-6944.

BOATS: '58, 34 ft. Chris Craft Constellation; '69, 24 ft. Sea Ray, fbgl. MO 6-6794.

SAILBOAT: 19 ft. Celebrity, #456, S/S, rig., main, jib, Genoa jib, mold. mahog. plywood, $900. 661-9155.

BOAT: '66 MFG, 18 ft., 80 hp Evinrude, bilge pump, auto. tilt mt., Navy tp., curt., xtras, $1,800. 379-9124.

BOAT: '67 Eltro, 19 ft. deep V-hull, 8 ft. beam, rebit. '72, 4 cyl. Chevy eng., comp. rebit., OMC outdrive, Navy tp., full wint. canv., $1,850 or best offer. 666-9781.

BOATS: 22 ft. Shepherd spd., '58, 300 hp; 41 ft., '41 Menschik Sport Fisherman, twin 350 hp Scripps eng., f.w.c., 2 add. eng., 2 in parts; '69, 39 ft. Jorgenson Sportsfisherman, twin diesels. 588-2774.

BOAT: 31 ft. Egg Harbor, F/B, new eng., 2 depth find., fully equip., $8,200. 929-4021.

OUTBD.: '71, 40 hp Mercury, manual start, ctrls., 2, 6 gal. tanks, $500. CH 9-4087.

HOUSE: E .Norwich, 5 bdrm. hi-ranch, 2 full bath, din. rm., panel. den, lndry rm., gar., $43,000. TU 8-2066, after 6 p.m.

PUPPIES: Old Eng. sheep, champ sired, AKC, all shots, etc, males. 724-1445.

MISC.: St. Bernard puppies, 5 wk., AKC reg., champ line; Facit elec. calculator, $150. 798-7981.

MISC.: 4 wood. kit. chrs., $20. 588-6364.

plane
GRUMMAN
news

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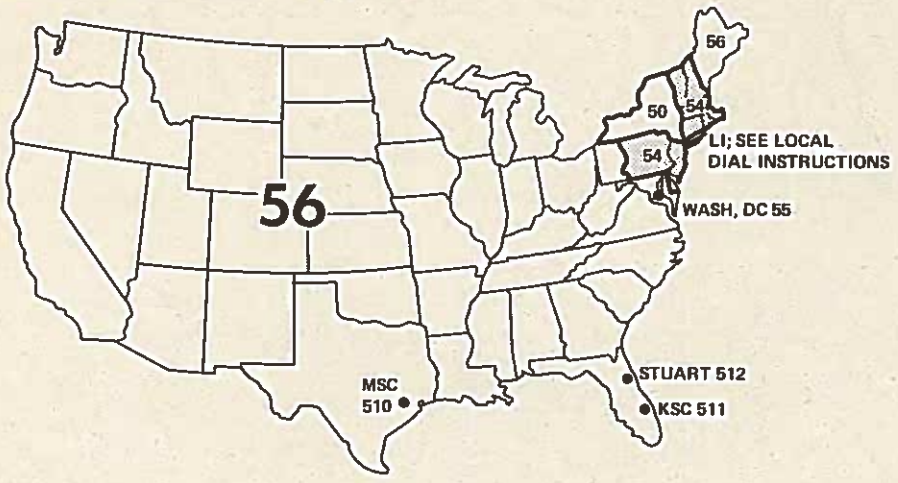

Opening new dialing circuits on WATS lines at Grumman

Beginning Monday, September 25, new WATS (Wide Area Telephone Service) circuits (dial 54) will be available to handle calls from Grumman four-digit numbers to Connecticut, Delaware, Massachusetts, New Hampshire, New Jersey, eastern Pennsylvania (area codes 215, 717), Rhode Island, and Vermont.

The Grumman Communications Office said the new telephone lines will reduce the Corporation phone bill.

Toll calls into upstate New York (area codes 315, 518, 607, 716, 914) will continue to be placed by dialing 50. Long distance calls to any of the other contiguous states will be handled by the existing WATS 56.

It is suggested that you add the accompanying map and dialing instructions to your Grumman directory:

Dial code	To place long distance calls	
50 plus	Area code and 7-digit number	New York State (area codes 315, 518, 607, 716, 914)
54 plus	Area code and 7-digit number	Conn., Del., Mass., New Hamp., New Jersey, eastern Pa. (area codes 215, 717), R.I., Vt.
56 plus	Area code and 7-digit number	All long distance traffic to any of the contiguous states not mentioned above.

Note: **Exceptions to this procedure:**
Washington, D.C.: Area code 202 (dial code 55)
MSC Houston (dial code 510)
Kennedy Space Complex (dial code 511)
Stuart, Fla. (dial code 512)

Aero historians meet

You don't have to live in the past to be a member of the Northeast Aero Historians but you certainly have to be appreciative of it. And when the group holds its eighth annual meeting on October 6-7 at the Henry Perkins Hotel in Riverhead, there's bound to be many a tall tale exchanged and a few fond memories recalled of those early years in the aircraft field.

"Long Island Aviation" is the theme, says Bill Scarborough of Systems Safety, Plant 15, one of the coordinators of the meeting. According to Bill, registration is scheduled for the evening of October 6, and will be followed by a social gathering and the showing of aviation films.

There's a full day set for Saturday, October 7. On the agenda are research papers, a panel discussion on the history of Roosevelt Field, a tour of the Calverton facility(Grumman members please bring your badges for escort duty), and a luncheon honoring aviatrix Viola Gentry.

Topping off the two-day meeting will be a banquet, with Grover Loening the principal speaker. For more information, contact Scarborough on Ext. 2278.

Altogether now . . .

If you like to sing—on key, of course—and can read music, the Huntington Men's Chorus is looking for you. This professionally directed group rehearses from 8-10 p.m. on Wednesdays at the Liederkranz Hall in Huntington Station. Show tunes, classics, spirituals; they're part of the repertoire of the group. You can get more information by calling Pete Portanova, Ext. 3576, or Al Fischer, Ext. 3946.

Ecosystems 'volunteers' douse blaze

This account of a conflagration in the jungles of Peru comes from John Pascale, photographer for Grumman Ecosystems Inc., who is down there on an exploratory expedition with the Grumman subsidiary. The expedition is surveying the upper Amazon basin for Petroleos de Peru.

PUCALLPA, PERU—Working in a foreign country, trying to perform an aerial survey, presents many challenges. Among them are lack of facilities, equipment breakdowns, weather problems, and so on, all of which interfere with smooth production progress. But today, Grumman Ecosystems Corporation, based here in this little town, found its personnel helping to save an airport from burning down.

Early in the afternoon, a fire broke out in the jungle surrounding this small airport. The local firefighters were on the scene shortly, trying to control it. However, the dry vegetation, combined with the intense heat and a strong wind, proved to be too much for Pucallpa's small fire department. Their only equipment was one water-pumping truck, two hand pumps, and dozens of men with buckets and shovels.

By nightfall, the flames had moved around the airport, and were threatening Grumman Ecosystems' A-26 aircraft and its fuel supply. Grumman personnel, combined with the personnel from Offshore Navigation Incorporated, who are working for GEC on this survey project, and the local people of Pucallpa went into action to move the aircraft and the fuel.

After the A-26 was taxied to a safe location, the first priority was to move the fuel. Since it was stored in three 1,000-gallon rubber fuel bags, it had to be pumped into 55-gallon drums before it could be rolled away from the flames. This operation proved to be extremely time-consuming, so for protection purposes, some personnel began digging a fire trench and watering down the immediate area.

A turn for the worse came when a wind shift occurred and threatened the jet fuel supply of Faucett, the local airline. So all available personnel quickly assembled in this newly endangered area to move fuel drums, dig more fire trenches, and water the area down.

Shortly after 9 p.m. the moving of all the fuel was accomplished, and although the fire was still burning, it was now considered under control.

In charge of Grumman's operation on the scene was A-26 Pilot Jim Walker. The other Grumman firefighters were plane captain Ed Shepard, radarman Roger Anderson, photographer John Pascale, mechanic Bucky Weaver, and technician Glenn Bach. (The Gulfstream aircraft and crew were flying on a data-collecting mission at the time.)

All in all, this joint effort proved very successful, not only in controlling a very dangerous situation, but in avoiding any injuries. And as a very weary crew gathered in the hotel later in the evening, the only question we could muster up was, "What else?"

Still helping vets . . .

Band master Al Kordula has a very soft spot in his heart for the veterans in the two Long Island vet hospitals, St. Alban's and Northport. Through the Grumman Ex-Service Men's Club, now having its annual membership drive, he hopes to reach more of them with parties and entertainment. And the Club needs more members to help. Member applications can be had from ESO, or call Kordula, who is acting Club commander, on Ext. 87259.

The Club sponsors the Nassau Veterans counselor who is available for consultation on alternate Thursdays, Ext. 2814, Plant 2.

They're back at school . . .

Three from Grumman are being sponsored in advanced academic courses this fall: Bob Myers, Operations Planning manager on the F-14 Program; Frank Wisekal, deputy director of Contracts; and Bob Smyth, deputy director of Flight Acceptance. Myers and Wisekal are attending 14-week Harvard Program for Management Development courses that started September 10, and Smyth is attending the Program for Senior Executives, a nine-week course at Massachusetts Institute of Technology.

Myers came to Grumman in 1964 and was LM Program Planning manager and department administrator and then planning coordinator before he moved to Planning on the F-14. He is a graduate in civil engineering from New York University and a resident of Huntington.

Wisekal lives in East Northport and is completing a course in industrial management at C. W. Post College. He spent four years in the Navy and came to Grumman in 1958 as an electronics technician. He was F-111 contract administrator 1963-1968 and business manager of that program for a year, then assistant director of Contracts and deputy director of Contracts.

Smyth, now deputy director of the Flight Acceptance Department, has extensive flight and administrative experience. His 10-year Navy tour included tours as a Navy fighter pilot, Naval Test Pilot School, exchange pilot with the Royal Naval Air Force, and the Naval Air Test Center at Patuxent River. Before his present post, Bob was Chief Test Pilot, 1967-71; Gulfstream II project pilot. 1966-67; LM consulting pilot, 1962-66; and engineering test pilot on the F9F, F11F, G-I, and A-6A, 1955-62.